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## American Railroad Journal.

New York Saturday, June 17, 1871.

### New Jersey Railroad and Transp. Co.

At a meeting of the Stockholders of this company at Jersey City on the 7th inst., the following resolution, presented by Mr. Duryea of Newark, was adopted:

*Resolved*, That the stockholders of the New Jersey Railroad and Transportation Company here present, at their annual meeting, express their entire and hearty approval of the action of the Joint Board in having agreed upon the terms of a lease in perpetuity of their works to the Pennsylvania Central Railroad Company upon the basis of annual dividends of ten per cent. to their stockholders.

The old Board of Directors was then re-elected, as follows: Dudley S. Gregory, Henry R. Remsen, Hamilton Fish, Alfred L. Dennis, George R. Chetwood, Martin A. Howell, Ferdinand Suydam, Nehemiah Perry, and Isaac W. Scudder.

Mr. ASHBEL WELCH, the General President of the United Companies, being called upon spoke as follows:

*Gentlemen*: As you already know, a negotiation has been made with the Pennsylvania Railroad Company for the lease to them of your canal, railroads, property and franchises for 999 years, at such rent as will give you a clear annual dividend of ten per cent. on your stock.

The acceptance or rejection of this offer belongs, not to your representatives, but to you alone. I have, therefore, aided in the preparations to bring

the question before you, as well as in securing such provisions as most effectually to protect your interests; scrupulously avoiding myself, and as far as possible preventing in others, any action or public expression tending to take the decision out of your hands. I have also advised officers and employees not to mingle in the conflict about the lease, since it has come before the Stockholders; as any hostility incurred by them as partisans, impairs their usefulness as officers.

When it was proposed that the Board of Directors should express their opinion in favor of the lease, I opposed it—partly because I thought the property worth more than we were to get for it, and partly because I thought it was not a question for the Directors, but for the Stockholders only.

But the Board having spoken and acted, their presiding officer is not at liberty to speak or act on the subject disposed of.

As this lease will probably be ratified by the Stockholders, and it is not probable that I shall again have the honor of addressing you, I take this occasion to say a few words about the policy which the present administration has pursued since the consolidation of these Companies.

This policy has been to make the avenues of traffic between the two great cities of this continent—the main trunk through which the traffic of the South and Southwest seeks the commercial metropolis—fully adequate to their purpose; to make them perform all the duties of their location; to do this at the least possible expense; to end the thirty years' war between some of the Companies and the public; to guard against competition, or to make competition harmless, by the sufficiency and superiority of our facilities and the moderation of our rates, and consequent increase of business; and to continue to show that, if corporations have no souls they may have integrity and honor; and by all these means to add greatly to the amount, and especially to the certainty of your dividends.

Of course the increase of facilities required a large increase of investment. This was not only wise, but unavoidable. Our railroads were calculated for a small high-priced business, and in that state of things the threatened competition, prevented only by our improvements, would have been ruinous. The aim was, to prepare for and develop a heavy business, which could be but little affected by competition.

Though our increase of investment is so great, though some of the expenditures have not yet had time to become productive, though the work and materials used in the maintenance and operation of our roads have been from 60 to 80 per cent. higher than before the war, though the public demands for more luxurious accommodations have added greatly to our expenses, and though

many of the rates have been very much reduced, yet the per centage of profits now made on the whole enlarged investment of our four companies is not greatly different from the per centage on the former small investment. The greater proportion of stock receiving 10 per cent., to debt receiving 6 per cent., and the great increase of taxation, the gold premiums, &c., have prevented this equality from appearing in the dividend fund. The United States taxes since the consolidation have averaged something like one and a half per cent. on our stock more than they probably will hereafter. And our works, run down at the close of the war, are now in better condition than ever before.

Our railroads have never been calculated for a heavy freight tonnage. Yet, it is upon such tonnage, carried in large quantities, at low rates, and small profits per ton, that the most prosperous roads make their gains; and it is upon such that ours must mainly rely hereafter. The net profits of the Pennsylvania Railroad Company in 1869 were more than three times as much per mile run of trains with freight as with passengers. Their profit for the year was nine times as much on freight as on passengers; ours only two-thirds as much on freight as on passengers.

A fully developed business on our roads would doubtless differ in its proportions from that on the Pennsylvania Railroad, but it would differ still more from the present business. Why have we missed this important and, in our future, all-essential branch of traffic? Because we have not yet fully expiated the errors of our youth.

When the companies were consolidated, and their mutual jealousies were no longer in the way, we found the transit duties which in the early inexperience of railroad legislation and railroad management had been laid upon us, a legal prohibition of a heavy freight traffic. To do such work cheaply, expensive preparations must be made, and large quantities carried; to get large quantities, rates must be low. But as the law stood, every cent of profit, at rates not very unusually low, would have been paid to the State in transit duties.

As soon as we succeeded in getting that pernicious system abolished, in the spring of 1869, we endeavored to stimulate cheap freight, and succeeded in 1870 in more than doubling the way tonnage; it being in 1868, 319,000 tons, and in 1870, 665,000 tons; or, including coal, a great deal more. In the four years since the consolidation the whole tonnage has been trebled.

But one difficulty remains. A large part of this heavy tonnage seeks the shores of the Hudson river. Much of it ought to remain on the west bank to await final distribution to the consumer; for if taken at once to New York and distributed afterwards, the extra cartage, storage, handling,

and often extra ferrage, costs as much as hauling over 200 miles of railroad. Now, valuable as our improved property in Jersey City is for other purposes, it is not available for this. We have no place on which to store heavy goods awaiting distribution.

Along our route there are many favorable locations for manufactories. If we had a suitable place of deposit for their products at the end of our road, a saving would be effected (partly to the Company, partly to the customer) of more than half the present freight to New York. With such a place of deposit we could adopt low rates. Our local tonnage would become very great, and sure of the profits on that, the evils of competition would not be at all in proportion to our traditional nervousness about them. Our way business now is not far from half of all.

Fully impressed with these views (though circumstances did not formerly permit their expression), feeling that the salvation of the companies required a good freight terminus, I long ago selected Harsimus Cove as the best and, latterly, the only remaining available site for it. As soon as that essential step in the grand movement—the consolidation—was effected, means were taken to secure it. It was secured just in time to prevent it from falling into other hands.

It is to reach this seventy acres, now flowed by the tide, that the Pennsylvania Railroad Company offer to lease our works and pay us ten per cent. But it is a great mistake to suppose that its purchase and improvement were intended mainly for the business of that road, which gives us only a quarter of our tonnage. It is just as absolutely vitally necessary for our own local business.

This improvement was of such magnitude, and there were so many other urgent demands for expenditures, that it has been postponed to the present time. It was, perhaps, to be expected that those not practically acquainted with railroad transportation on a large scale, and with the rapid growth of traffic when it has a chance to grow, would hesitate about going into an expenditure of three millions, required for the development of this property.

The purchase of Harsimus was not a land speculation; not a lucky accident; not merely an engineer's project to bring rail transportation, shipping, lighterage, ferrage, cartage and storage all into contact, and to save one, two or three dollars a ton, and extend the commercial metropolis of this hemisphere to the west bank of the Hudson; not an instrument to secure a particular alliance; but an essential means of creating a great freight traffic, and carrying out the policy which has always been kept in view. If we had made the improvement at once we should probably now get twelve per cent. rent instead of ten; or make twelve per cent. ourselves. And we should have been able to carry out much more fully than we have done (and we have done something in that direction) our liberal policy.

Should the lease fall from any cause, we cannot stand still. We should lose no time in making this improvement; making it ourselves—not in connection with anybody else, but retaining all the power it confers.

Then, with our unequalled location, our ramifications among the sources of business, manufactories stimulated by low freights and favorable locations springing up along our route, the business of the South reviving and that of the whole country growing, with legal trammels now removed and valuable rights obtained; we, opening our doors to all connecting lines and all other parties on fair and equal terms, and giving them assurance for the future by permanent contracts; lifting ourselves out of any old grooves that no longer run in the right direction; adopting a single simple organization in place of the present provisional government; shunning the tainted air of legislative ante-chambers; then—we doing this—if the lease falls through, we shall have little reason to regret the failure.

Track laying on the Utah Southern Railroad was commenced on the 6th inst.

### The Connecticut River Bridge at Middletown.

The third span of this bridge is now being erected; the masonry, excepting the rests for the draw, is all finished.

There are to be four spans of 209 ft. each in the clear, two spans of 54 ft. and a turntable draw of two openings each 130 ft. in the clear. The entire draw is 304 ft. long.

The abutments and piers are of massive granite and the superstructure of wrought iron. Inclined, swelled, round ended posts; box top chord; compound link lower chord; single track; working load two tons to the foot run; factor of safety six; Gen'l Serrell Chief Engineer, E. W. Serrell Jr. Asst Engineer, in charge, C. C. Campbell & Co., Contractors for Masonry. Keystone Bridge Co., Contractors for Iron Work. Sellers & Co., Contractors for turntable.

### Toledo, Wabash and Western Railway.

The revenues and expenditures of the operating department of this road for the fiscal years 1869 and 1870, compare as follows:

Revenue:	1869.	1870.
From passengers....	\$1,274,539 54	\$1,242,891 95
" freight.....	2,681,235 93	3,009,025 68
" mails.....	72,049 98	81,993 75
" express.....	79,105 85	78,595 88
" miscellaneous..	145,411 51	132,133 66
Total.....	\$4,252,342 81	\$4,544,640 92
Expenditures, viz:		
Iron & superstructure	\$538,617 31	\$450,203 81
Roadway and structures.....	513,666 89	663,272 10
Cars, engines, &c....	49,733 93	468,278 54
General expenses...	1,549,386 95	1,654,510 05
Total.....	\$3,051,404 58	\$3,236,264 50
Net revenue.....	\$1,200,938 23	\$1,308,376 42

Compared with the previous year, the gross earnings of 1870, show an increase of \$292,298 11; increased expenditures, \$184,859 92; and net increase, \$107,438 19.

The receipts from all sources and the expenditures on all accounts in 1870 were as follows:

RECEIPTS.	
Gross revenue for 1870.....	\$4,544,640 92
Proceeds of stock.....	914,281 69
Cash from 1869.....	55,320 59
I. H. Knox & Co.....	91,434 47
Connecting roads and individuals...	33,162 55
Total.....	\$5,638,840 22

EXPENDITURES.	
Operating expenses for 1870.....	\$3,236,264 50
Equipment.....	635,850 00
Construction.....	357,966 62
Miscellaneous, (\$1,316,178 44) viz:	
Interest less unpaid coupons.....	\$1,200,139 92
Meredosia bridge in New York....	625 00
Coupons, Han. and Naples R. R....	24,534 13
Coupons of previous years.....	25,012 75
Profit and loss.....	65,866 64
Assets of current year..	\$356,011 99
Less bills payable, \$56,-	
690 60, and less over-	
drawn, \$206,740 73...	263,481 33
	92,580 66
Total.....	\$5,638,840 22

Notwithstanding the very general prevalence of severe competition for business throughout the country, during the year 1870, it is gratifying to be able to state that the earnings of the road show an increase over those of the previous year of \$292,298 11, which is the largest increase ever before realized from the traffic of any single year.

The gross earnings were \$4,544,640 92 and the total operating expenses, \$3,236,264 50, leaving a net surplus of \$1,308,376 42, which was more than sufficient to pay the entire interest on the bonded debt and preferred stock of the company.

The volume of traffic seeking transit over the route was so large that, if it could have been made available, it would have produced sufficient revenue to have enabled the company to have earned a satisfactory dividend on their common stock; but the utter want of equipment and capacity on the part of eastern connecting lines to either receive, handle or forward such freight has subjected the traffic to blockades that have well nigh stagnated and paralyzed all the business operations of the road. In the rapid development and growth of strictly local business the company have found cause for encouragement and confidence in the future success of their property.

The equipment of the line has been largely augmented during the year, by the addition of 636 first-class cars of various kinds, and other business facilities, which will contribute to the removal of a want that has hitherto seriously affected the business of the road. The general renewals of the rolling stock and machinery have been prosecuted systematically and thoroughly, so that they are now in a superior condition of efficiency.

The improvements made upon the track and superstructure have been unusually extensive; over 81 miles of new iron have been laid with fish-joint, and about 70 miles of old rails have been mended and replaced. The general roadway has been much improved by more thorough ditching and the removal of perishable structures and the substitution of permanent ones.

Arrangements have been recently consummated with the Pullman Palace Car Company, whereby there has been secured an equipment of elegant sleeping cars, which will have a tendency to popularize the line with the traveling public and contribute much to the success and prosperity of the passenger traffic.

During the year the Decatur and East St. Louis Railroad Company, was merged into the Toledo, Wabash and Western Company by an act of consolidation; owing, however, to the lateness of the completion of the road and the incomplete warehouse and station accommodations, its value as an auxiliary has been but partially disclosed. Since St. Louis has already become the most prominent railroad centre in the Western States, as well as the distributing point to a vast territory in the southwest, the importance of that city as the principal western terminus of the Toledo, Wabash and Western Railway cannot be too highly valued or over-estimated.

In the month of June, the Hannibal and Naples Railroad, together with its branch to Pittsfield, passed into the control of the Toledo, Wabash and Western Company. It should however be stated that the earnings and expenses of said railroad are wholly excluded from those of the T. W. and W. Railway. The control of this line to Hannibal insures to the main line the almost exclusive traffic of the rich and productive country lying between the Illinois and Mississippi Rivers, and the still more important object, the final establish-



ment of a great through route between Toledo and Kansas City.

The superstructure of the iron railway bridge crossing the Mississippi at Hannibal is now being placed in position and the construction work upon the only remaining link of the line, between Hannibal and Moberly is rapidly advancing to completion and will be completed during the coming summer, arrangements having already been perfected for the control of this bridge and the line west of Hannibal, their completion secures the continuity of the T., W. and W. Railway between Toledo and Kansas City and gives the shortest and most practicable line between the lakes and the Southwest.

With a view to further strengthen their position, the company have effected favorable arrangements for the control of the road now in process of construction between Decatur, Lincoln and Pekin. It is expected that this line will be opened for business early in the autumn of 1871.

The early completion of the new railroad from Lafayette to Bloomington is looked forward to with interest. This line, like the last one referred to, passes through the most productive counties of Illinois and Indiana, and will secure to the T., W. and W. Railway a large traffic in grain, &c., which will naturally seek an outlet east by way of Toledo.

Under these circumstances the future prospects of the company are encouraging. By the extension of the line to St. Louis and the cordial co-operation of several new and valuable connecting roads, the business must be largely increased. In addition to the large increase recently made to the equipment, the company have also arranged for immediately placing upon the line 50 first-class locomotives and 450 box freight cars.

The company are now operating 631 miles of road, viz: the Main Line, (in Ohio 75.5, in Indiana 166.9, and in Illinois 212.4,) 454.8 miles; the Keokuk Branch, 41.2 miles; the Naples Branch, 4 miles; the St. Louis Division, 109 miles; and the Camp Point and Quincy (leased), 22 miles. The weight of iron averages 60 lbs. to the yard.

The equipment of the company at the close of 1870 consisted of 130 locomotives and the following cars—passenger 54, sleeping 3, directors' 1, smoking 4, mail and baggage 32, box freight 1,696, stock 391, platform 280, coal 406, caboose 52 and other 53—total, 3,111. Engine houses 13; stations 120.

New iron put in track 81.2 miles; iron repaired and replaced 76.5 miles; new ties put in track 310,290; new passenger buildings, 2.

#### INCOME ACCOUNT.

Balance of net income.....	\$1,308,376 42
Income account of 1869 .....	540 956 11
Capital stock .....	3,166,855 00
<b>Total resources .....</b>	<b>\$5,016,187 53</b>
Construction and equipment.....	\$994,400 88
Interest account.....	1,225,159 17
Discount on capital stock.....	2,252,573 31
Profit and loss .....	65,866 64
<b>Balance carried to next year.....</b>	<b>478,187 53</b>
<b>Total.....</b>	<b>\$5,016,187 53</b>

The company commences the year 1871 with materials, fuel and other available assets to the amount of \$691,849 23, in which are included

material and fuel, \$292,835 52; cash, \$173,231 97, &c., &c.

#### GENERAL BALANCE SHEET.

Road and equipment.....	\$33,590,000 00
1st mortgage bonds, Griswold and others, trustees.....	797,000 00
Supplies, fuel, &c.....	292,835 52
U. S. Post Office department.....	3,393 75
Quincy and Palmyra R. R. Co.....	22,223 95
Hannibal and St. Joseph R. R. Co.....	834 46
Meredosia Bridge Co.....	56,786 96
Hannibal and Naples R. R. Co.....	13,669 00
Ill. and Miss. Telegraph Co.....	11,950 00
Equalization account.....	34,574 08
Jacksonville depo.....	3,765 48
Quincy R. R. Bridge Co.....	3,900 00
South Shore Line.....	800 00
Buffalo and Erie R. R. Co.....	567 05
Hayward, Stillwell & Co.....	7,187 53
Pullman Palace Car Co.....	45,885 61
Hannibal and Naples Co.....	140,729 00
Decatur and State Line R. R. Co.....	3,876 88
Ind., Cin. and Lafayette R. R. Co.....	10,634 41
Hannibal and Naples R. R. Co. (interest account).....	24,534 13
Red Line Transit Co.....	6,686 89
Sinking fund consol. bonds.....	75,000 00
Railroads and individuals.....	7,387 67
Cash on deposit in New York.....	173,231 97
<b>Total.....</b>	<b>\$35,327,454 34</b>

General stock.....	\$15,000,000 00
Preferred stock.....	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co.....	900,000 00
First mortgage bonds, Lake Erie, Wabash and St. L. R. R. Co.....	2,500,000 00
First mortgage bonds, Gt. W. R. R. Co., Western Division.....	687,000 00
First mortgage bonds, Gt. W. R. R. Co. of 1859.....	2,500,000 00
First mortgage, Q. & T. R. R. Co.....	500,000 00
First mortgage bonds, I. and S. I. R. R. Co.....	300,000 00
Second mortgage bonds, T. and W. R. R. Co.....	1,000,000 00
Second mortgage bonds, W. and W. R. W. Co.....	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co. of 1859.....	2,500,000 00
Equipment bonds, T. and W. R. W. Co.....	600,000 00
Consolidated mortgage bonds, T., W. and W. R. W. Co.....	2,700,000 00
First mortgage bonds, Decatur and East St. Louis R. R.....	2,700,000 00
Bills payable.....	56,690 60
Coupons uncalled for.....	25,019 25
<b>Balance .....</b>	<b>379,972 70</b>
<b>Total.....</b>	<b>\$35,327,454 34</b>

The company is entirely free from floating debt.

President.—AZARIAH BOODY, New York.

Vice President.—J. N. DRUMMOND, Toledo.

Directors.—Azariah Boody, A. M. White, Isaac H. Knox, William Kidd, A. B. Baylis, Augustus Schell, and Horace F. Clark, New York; J. N. Drummond, and W. Colburn, Toledo; George Cecil, Logansport, Ind.; James Spears, Lafayette, Ind.; C. M. Smith, Springfield, Ill.; J. H. Banker, New York; Amasa Stone, Jr., Cleveland, O.; and S. B. Crittenden, New York.

Sec. and Treas.—WM. B. CORNEAU, Toledo.

Transfer Agent.—C. H. PEIRCE, New York.

Gen'l Sup't.—GEO. H. BURROWS, Toledo.

Supply Agent.—J. I. NESSLE, Toledo.

Gen'l Pass. Ag't.—W. L. MALCOLM, Toledo.

Freight Agent.—W. P. ROBINSON, New York.

Gen'l Agent.—C. E. CANDEE, St. Louis.

Col. A. P. Robinson has been made chief engineer of the Atlantic and Pacific railroad,

#### Illinois Central Railroad.

The statement of this Company for the month of May, 1871, is as follows:

#### LAND DEPARTMENT.

Acres Construction Lands	
Sold.....	4,110.88 for \$40,551 59
Acres Int. Fund Lands	
sold.....	280.00 for 5,449 39
<b>Total sales during month of May, 1871.....</b>	<b>4,390.88 for \$46,000 98</b>
To which add Town Lot Sales .....	1,442 00

Total of all..... 4,390.88 for \$47,442 98  
Cash collected in May, 1871..... \$119,201 52

#### ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois	In Iowa	Total.
707 Miles.	402 Miles.	1109 Miles.	
Freight.....	\$389,319 00	\$66,333 00	\$455,652 00
Passengers...	116,618 71	41,800 25	158,418 96
Mails .....	6,375 00	3,059 33	9,434 33
Other sources	69,000 00	2,940 67	71,940 67
<b>Tot. May, '71.....</b>	<b>\$581,312 71</b>	<b>\$114,133 25</b>	<b>\$695,445 96</b>
Total actual earnings, May, 1870.....	\$565,904 02	\$118,634 55	\$684,538 57

A new railroad is projected in Ontario County, N. Y., to be known as the Blood's Corners and Geneva Railroad. The Company is organized and the articles of association filed in the office of the Secretary of State. The road will be 37 miles in length, extending from Geneva, at the head of Seneca Lake, south, through the villages of Gorham and Rushville, and the towns of Middlesex, Italy and Naples, in Orange County, to Blood's, in Steuben County, where it will connect with the Rochester and Genesee road. The capital stock of the company is \$1,000,000.

The directors of the New York Central and Hudson River R. R. Co., recently elected, are: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Banker, Samuel F. Barger, William A. Kissam, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany; Chester W. Chapin, Springfield, Mass.; Geo. J. Whitney, Rochester, N. Y.; James M. Marvin, Saratoga Springs, N. Y.

The receipts of the Chesapeake and Delaware Canal, during the year ending May 31, 1871, from tolls and other sources amounted to \$413,593 26, cash on hand, \$151,966 82—total, \$565,559 08. The total expenditures for materials, dividends and \$50,339 72 of accrued interest, amounted to \$441,636 05, leaving \$123,904 03 as cash in the treasurer's hands.

Arrangements have been effected for the immediate extension of the Missouri, Kansas and Texas Railroad from Harrisonville, Mo., to Paoli, Miami county, Kansas, to be completed by October 1. The recent decision of the Supreme Court of Kansas, sustaining the validity of city and county bonds, has given a new impetus to railroad building throughout the State.

At the annual election of the Milwaukee and St. Paul Railroad Company, at Milwaukee, on the 10th inst., the old officers were re-elected. The four Directors elected for three years are Alexander Mitchell, Russell Sage, Selah Chamberlain and Julius Wadsworth.

**Poughkeepsie Bridge Company.**

An Act to incorporate "The Poughkeepsie Bridge Company, for the purpose of constructing and maintaining a bridge, appurtenances and approaches to the same, over the Hudson river, at a point or points between the city of Poughkeepsie and the town of Loyd, Ulster County, on said river.—Passed May 10th, 1871.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** Harvey G. Eastman, George Innis, John F. Winslow, John O. Whitehouse, Homer A. Nelson, John I. Platt, Isaac W. White, Geo. R. Gaylord, Oliver H. Booth, William A. Davies, John M. Toucey, John P. Adriaens, Alfred B. Smith, Charles Wheaton, Henry D. Varick, Abram Wright, Charles Kirchner, Chas. W. Swift, Geo. Corlies, Jas. Mulreia, Robert Slee, Allard Antony, Edward Storm, George P. Pelton, Pomeroy P. Dickinson, Jas. G. Wood, Aaron Innis, Hudson Taylor, Mark D. Wilber, Geo. Parker, Jas. Collingwood, Matthew Vassar, Walter Van Kleeck, Charles H. Roberts, Lawrence C. Rapelje, Anning Smith, Abram Hasbrouck, George Cornwell, and their associates, are hereby created a body politic and corporate, by the name and style of "The Poughkeepsie Bridge Company," for the purpose of constructing and maintaining a permanent bridge, appurtenances, and avenues of approach thereto, for the passage and transportation of passengers, railroad trains, teams, vehicles, cattle, horses, sheep, swine, and other merchandise and property, to and from the east and west banks of the Hudson river, at some point or points between the city of Poughkeepsie and the town of Loyd on said river; and as such corporation, are invested with all the powers and privileges, and are subject to all the liabilities, conferred and imposed by title three, chapter eighteen of part one of the Revised Statutes; provided, however, that the said bridge shall be commenced on or before July first, eighteen hundred and seventy-two, and shall be completed and opened for use, on or before January first, eighteen hundred and seventy-six.

§ 2. The said corporation shall have power to purchase, acquire, hold and use as much real estate as may be necessary for the site of said bridge, and of all piers, abutments, walls, toll-houses, workshops, guys, main anchor pits, anchor pits for guys, and other structures and places for the storage of merchandise and property, and for the opening and maintaining of proper and necessary avenues of approach to said bridge, not to extend over two miles from each end or terminus of said bridge. To borrow, from time to time, such sums of money as may be necessary, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by said corporation, for the purposes aforesaid; and the directors of the corporation hereby created, may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due and owing thereon, into stock of said corporation, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt. And in case of the destruction of said bridge, to reconstruct the same, and in like manner to borrow additional moneys for that purpose: but nothing in this act contained shall authorize said corporation to borrow and owe for money borrowed, at any one time, an amount exceeding the capital.

§ 3. The capital stock of said corporation shall be two million dollars, divided into shares of one hundred dollars each. The directors of said corporation may, at any time, with the consent in writing of stockholders holding a majority of the stock, increase such capital to an amount not exceeding five thousand dollars. The shares shall be deemed personal property, and may be transferred in such manner as shall be provided by the by laws of the corporation. Any railroad corporation in this State, or elsewhere, may subscribe to, and become the owner of, with the like rights

as an individual, of any part of the capital stock of the corporation hereby created; not exceeding in amount, however, five per cent. of said capital stock by any one railroad corporation so subscribing; and rails may be laid upon the said bridge, and on the said avenues of approach to the same, for the passage of railroad trains, in such manner as the directors may deem proper, and under such agreement and compensation, and on such terms in all respects as may be agreed upon, with any railroad corporation or corporations: Provided, that at least fifty per cent. of the amount of the capital stock of the corporation to be created under this act, shall be distributed to individuals, in case so much shall be subscribed for by individuals. The directors of the corporation hereby created may issue full paid stock for the purpose of purchasing property, both real and personal, necessary for the purposes of the corporation, to the amount of the value thereof, and the stock so issued shall not be liable to any further assessments, neither shall the holders thereof be liable for any other payments on such stock, under the provisions of this act, but in all statements and reports of the corporation hereby created, to be published, such stock shall not be stated or reported as being cash paid in to the corporation, but shall be stated and reported according to the fact.

§ 4. The persons named in the first section of this act shall constitute the first board of directors of the corporation hereby created, and shall hold their places as such until the first Monday in January, one thousand eight hundred and seventy-three, and until others shall be elected in their stead; and a majority of them may, at any meeting of their board, at any time hereafter, designate three or more of their number to open books, after twenty days' previous public notice in the State paper, and two or more daily papers published in the city of New York, to receive subscriptions to the capital stock of the corporation hereby created, at such place or places, and under such regulations in all respects, as said board of directors may prescribe; and in case of an excess of subscriptions, they may apportion the stock among the subscribers in such manner as they shall deem most likely to promote the interests of the corporation hereby created, by or in the speedy erection of said bridge, and the construction of its appurtenances and avenues of approach. The books, when opened as herein provided, shall remain open at least through the business hours of the day, so that all persons may have a fair opportunity of subscribing; and at the time of subscribing, an instalment, to an amount to be fixed upon by the directors, and stated in said books, (if not less than ten per cent.) on each share, shall be paid in, or such subscription shall not be received. The number of directors, after the time last mentioned, namely, the first Monday in January, eighteen hundred and seventy-three, shall not be less than seven nor more than thirteen, to be fixed upon in the by-laws of the corporation hereby created. An election of directors shall take place, on the first Monday in January, in the year one thousand eight hundred and seventy-three, and annually thereafter, on that day, at an hour and place to be designated in the by-laws, and the persons then elected by a majority of the shares voted upon by the stockholders, in persons or by proxy, shall constitute the directors for the then ensuing year, and until others shall be elected in their places. And in case it shall happen at any time that an election of directors shall not be made on the day herein designated, it shall be lawful to hold such election on some day thereafter, on full and reasonable notice to the stockholders. All vacancies which shall occur in the board of directors, by death, resignation, mental incapacity or otherwise, shall be filled by appointment of a majority of the remaining members for the balance of the term then vacated. A majority of said board shall form and constitute a quorum.

§ 5. The said board of directors shall have power to cause such examinations and surveys to be made as may be necessary in their judgment

for the selection of the most advantageous site for the said bridge, the buildings, structures and yards, and the avenues of approach to the same herein authorized; and for such purposes they shall have power to appoint an engineer, agents or officers, who are authorized to enter upon the lands or waters of any persons for such purpose, but subject to proper responsibility for all damages which they may do thereto.

§ 6. The officers of the corporation hereby created shall consist of a president, secretary, treasurer and chief-engineer, who shall be annually elected by the board of directors, of which board the president shall be one, and such committees may be appointed, as well as subordinate officers, and such security required from the officers as the said board of directors may deem necessary and proper. The board may also require payment of the amount remaining unpaid on the stock of the corporation hereby created, giving at least thirty days' previous notice in the State paper at Albany, and the official county papers, of the counties of Dutchess, Ulster, and Columbia, also in two daily papers published in the city of New York, under penalty in case of non-payment, of forfeiture of said stock, and all the previous payments made thereon, for the benefit of the corporation hereby created, provided that no one assessment shall exceed ten per cent. upon the amount subscribed and shall not be called oftener than once in thirty days. The said board of directors may also from time to time ordain and establish such by-laws, and adopt such measures as they may deem proper to further the interests of the corporation hereby created, and to promote the speedy construction of the said bridge, its appurtenances, and avenues of approach herein authorized.

§ 7. Whenever the said bridge shall be completed and its safety tested, and the fact certified by the State Engineer and Surveyor, the corporation hereby created may erect toll gates, fix the rates of tolls for persons and animals, except such as are being conveyed on railroad cars or trains, and vehicles of every kind and description drawn by animals entering upon or crossing over said bridge, and such erections as the board of directors may direct to guard the said bridge, its entrances, avenues and approaches, but no greater tolls than the following shall be charged, namely: For every foot passenger entering upon or passing over said bridge, twenty-five cents, for every horse and single carriage, fifty cents, and an addition of fifteen cents for every passenger actually traveling in such carriage; for double carriages and two horses, one dollar, and the same rates for passengers as before provided, and twenty-five cents for each additional horse with such double carriage; for sheep passing, two cents per head; for horses or mules without carriage, six cents; swine, two cents each, and for neat cattle, six cents each; for wagons, drays and vehicles of every description used for the purpose of carrying freight or merchandise, except railroad trains or cars, twenty-five cents for single vehicles. The rates of toll shall be posted up conspicuously at each end of said bridge. The board of directors shall reduce the rates of toll in this section specified, whenever the net receipts from the same amount to the sum of ten per cent. on the cost of that portion of said bridge to be devoted to travel and transportation specified particularly in this section, so that the said net proceeds shall not exceed that sum in any one year. If any person shall force, or attempt to force, a passage upon or over said bridge, without having paid the established toll, such person shall be deemed guilty of a misdemeanor, and shall forfeit and pay to the said corporation hereby created five times the amount of legal toll, to be recovered in the name of the corporation hereby created, with costs of suit.

§ 8. Any person wilfully doing any injury to the said bridge or any of its appurtenances or avenues of approach, either before or after their completion, shall forfeit or pay to the corporation hereby created three times the amount of such injury, and shall be deemed guilty of a felony, and shall be subject to a penalty or fine not less



than one thousand dollars or imprisonment for a term of not less than one year, or be punished by both such fine and imprisonment, in the discretion of the courts. Concurrent jurisdiction shall be possessed and exercised by the courts held or to be held in the counties in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located respectively, over all crimes to or on the same, and of any civil actions or proceedings brought or prosecuted by the corporation hereby created.

§ 9. A record of the proceedings of the board of directors shall be kept by the secretary, and a statement of the financial condition of the corporation hereby created, the amount of money expended on account of said bridge, its appurtenances and avenues of approach, and of all its receipts and expenditures, shall be annually prepared by the president and treasurer, verified by them under oath, and filed in the office of the State Engineer and Surveyor on or before the first day of December in each year.

§ 10. In case it shall be found necessary, in order to facilitate the erection or secure the safety of said bridge, it shall be lawful for the corporation hereby created to erect and maintain anchor blocks of masonry in the said river, from which guys or stays to said bridge may be stretched to secure the same, but nothing in this act contained shall be construed to authorize, nor shall it authorize the construction of any pier or anchor blocks which shall obstruct or in any manner interfere with the free or common navigation of the said river, or the construction of any pier in said river beyond the pier lines heretofore established by law; and said bridge shall not be constructed at a less elevation than one hundred and thirty feet above high tide, and shall be so constructed as not in any respect to interfere with the free navigation of the Hudson River; and if at any time there shall be reasonable grounds to believe that in the construction of said bridge or any erection connected therewith, the free navigation of said river may be impaired, or interfere with, it shall be the duty of the attorney general to institute in the name of the people proceedings to restrain the further construction of said work.

§ 11. The board of Directors may at any time apply to the Governor to commission such persons as they may designate to act as policemen for the corporation hereby created. The Governor, upon such application, may appoint such persons or so many as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the Constitution; such oath, with a copy of the commission, shall be filed with the Secretary of State, and a certificate thereof by said Secretary be filed with the clerk of each county in which said bridge, its appurtenances and avenues of approach, or any part thereof, may be located, and in which it is intended he shall act, and such policemen shall severally possess all the powers of policemen in the several towns and villages in which they shall be authorized to act as aforesaid. Such police, shall, when on duty, severally wear a metallic shield with the words "Poughkeepsie Bridge Police" inscribed thereon, and said shield shall always be worn in plain sight or view, except when employed as detectives. The compensation of such police shall be paid by the corporation hereby created, as may be agreed upon between them; and whenever the president or acting president of the corporation hereby created shall no longer require the services of any policeman so appointed as aforesaid, he may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such policeman shall cease and be determined.

§ 12. Any railroad corporation whose road shall have a terminus at said bridge, or shall connect with the same or either of its avenues of approach, or shall run its trains in connection with any railroad having such terminus or connection with

said avenues of approach, shall be permitted, under the directions of the corporation hereby created, to use said bridge and avenues of approach for railroad purposes, upon such terms as the board of directors of the corporation hereby created and each of the several corporations interested respectively may agree. But no preference in the use of said bridge, its appurtenances and avenues of approach shall be given to one or more railroad corporations, over any other railroad corporation in the terms of agreement or in the transaction of business; but the corporation hereby created shall fairly and impartially grant and afford to each and every of such railroad corporations in their turn and order, equal terms of accommodation, privileges and facilities, and the corporation hereby created shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises; and it shall not be lawful for any railroad corporation, or other corporations or parties (whose road shall have a terminus at said bridge), to construct a railroad track or tracks across, over or above any of the avenues of approach to said bridge without a special permit from the Legislature of this State, or the board of directors of the corporation hereby created.

§ 13. If the corporation hereby created shall be unable to agree for any reason with the owner or owners of any real estate required for its purposes as herein provided for the purchase thereof, it shall have the right to acquire the same in the manner and by the like special proceedings as are authorized and provided for, for the obtaining title to real estate required for purposes of a railroad corporation, under the fourteenth section of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, one thousand eight hundred and fifty, and the other sections of said act relative thereto, and any acts amendatory thereof or in addition thereto; and for such purposes, and for that purpose, all such acts shall be considered applicable to the corporation hereby created, as far as may be, in like manner as if the same were named therein, and such modifications may be made in the formal part of the proceedings in order to apply the same to the corporation hereby created, instead of a railroad corporation, as shall be approved of by the supreme court; and the said court, at special term or otherwise, may make such orders and regulations as to the mode and manner of conducting the proceedings and all things relative thereto, so as to effectuate and make the same valid for acquiring title to such real estate as the said court may deem proper; and the title thus required by the corporation hereby created, shall vest in it the fee simple of the said lands and real estate. The said court, on sufficient cause being shown and on proof of tender of the amount to be paid for such real estate in any manner as may have been required by or in said court, may issue summary process in such form as may be deemed proper, to the sheriff of the proper county, commanding him without delay, to put the corporation hereby created, by its proper agents, in the possession of such real estate, and may enforce such process in such manner as may be conformable to law.

§ 14. The corporation hereby created, before constructing any part of said bridge, its appurtenances and avenues of approach, shall make a map and profile of the same as intended to be adopted, which shall be certified by the president and engineer, and filed in the office of the State Engineer and Surveyor, and the offices of the county clerks of the counties respectively in which the same, or any part of the same, is to be made or constructed.

§ 15. The avenues of approach herein authorized, except the main entrances to said bridge, shall not be over 12 rods in width, and shall be located with the view of connecting with public highways laid out, or which may be proposed to be laid out, and with the roads of railroad corporations proposing to use said bridge, as in this act provided; and the corporation hereby created is required to allow and permit any railroad cor-

poration now formed and organized, or hereafter to be formed and organized, to connect their roads with the avenues or approaches to and from said bridge, on which rails may be placed for the passage of railroad trains as herein provided.

§ 16. That the seven persons first named in this act, or a majority of them, shall call a meeting of the directors or corporators herein appointed at some convenient time and place, and shall give due and reasonable notice at as early a day as may be practicable, after the passage of this act.

§ 17. This act shall take effect immediately.

#### Northern Pacific Railroad.

A meeting of merchants, bankers and capitalists was held in Philadelphia on the 12th inst. for the purpose of listening to an address of Hon. Wm. D. Kelley on the development of the north-western portion of the country, and the effect of building the Northern Pacific railroad on the trade and commerce of the Middle States. Gov. Geary presided, assisted by four hundred vice-presidents. Gov. Geary made some remarks on the importance of the road to the interests of Philadelphia, and introduced Mr. Kelley, who gave a history of the project of the Northern Pacific road from its inception, and in the course of his remarks said: "I regard the construction of the road as chief among the great works of the future, and believe it will be not only to its promoters a proud monument and vast source of wealth, but also, that its construction will add inconceivably to the wealth and power of the country. It will open vast regions, abounding in elements of wealth, to settlement under the pre-emption and homestead laws, give an additional impulse to immigration, and revive the prostrate commerce of the country. Such are my convictions, and a study of many authorities, much intercourse with men and extended travel, have only served to confirm them." He enforced these convictions with a brilliant argument, and concluded amid much applause.

☞ The Court of Appeals of Maryland has reversed the decision of the Superior Court, Baltimore, in the case of the State versus the Baltimore and Ohio Railroad Company, involving capitation tax on passengers travelling over the Washington branch of the Baltimore and Ohio Railroad, holding that the one-fifth of the gross receipts for passenger travel over the road, required to be paid into the State Treasury, is a tax on the Company and not on the traveler, and was free from the operation of the principle announced in the Nevada case.

☞ Work on the Bridgeton and Port Norris (N. J.) Railroad is advancing, and rails for laying the track are being sent to Bridgeton over the West Jersey Road. The section from that city to Fairton will soon be completed and the cars running. The road will then be continued to Cedarville, and it is intended that by autumn it shall be finished to Port Norris.

☞ The executive committee of the Plymouth, Kankakee and Pacific Railroad Co. have closed a contract with Messrs. Hawkings, Hillard & Co., of Chicago, for the grading, bridging and ties for fifty-five and one-half miles of the east end of their road extending from Plymouth, Ind., to within ten miles of the Illinois State line.

☞ A deed of trust for \$2,000,000 of the second mortgage bonds to be issued by the Illinois and St. Louis Bridge Company has been recorded. Solon Humphreys and John A. Stewart, of New York, are the trustees.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J.A.J.&O	Apr. '71 3	Portl., Saco & Portsmouth.100	1,500,000	J. & D.	Dec. '70 3
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Providence & Worcester.100	2,000,000	J. & J.	Dec. '70 5
Atlanta and West Point.100	1,232,300	J. & J.	July '70 4	Do. co pref.100	5,078,234	Aug. '70 7	Aug. '70 7	Raleigh and Gaston.100	4,000,000	A. & O.	July '71 6
Atlantic & N. Carolina.100	5,545,225	A. & O.	Apr. '68 3	Hanover Branch, Pa.50	116,850	M. & N.	May '71 6	Rensselaer and Saratoga.100	6,000,000	A. & O.	Oct. '70 3
Atlantic & Gt. Western.50	25,879,923	A. & O.	Apr. '68 3	Housatonic.100	320,000	J. & J.	Feb. '71 8	Richmond and Danville.100	4,000,000	A. & O.	Oct. '70 3
Do. pref.50	1,919,000	A. & O.	Apr. '68 3	Huntingdon & B'd Top.50	1,180,000	J. & J.	Feb. '71 8	Richmond and Petersburg.100	847,100	A. & O.	Oct. '70 3
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Do. pref.50	615,950	J. & J.	Feb. '71 8	Rich. Fred. and Potomac.100	1,041,800	A. & O.	Oct. '70 3
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Illinois Central.100	212,350	J. & J.	Jan. '71 5	Rockport.100	88,400	A. & O.	Nov. '69 2
Baltimore and Ohio.100	13,151,932	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafayette.50	25,280,240	J. & J.	Jan. '71 5	Rome, Watert. and Og'n'b.100	2,999,900	J. & J.	Dec. '70 4
Do. Washington Br.100	1,980,000	A. & O.	Apr. '71 4	Jefferson, Mad. & Ind.100	6,185,897	M. & S.	Sep. '67 4	Rutland preferred.100	1,831,400	F. & A.	Feb. '71 3
Baltimore City Passenger.100	670,000	F. & A.	Dec. '70 3	Joliet and Chicago.*100	2,000,000	J. & J.	Jan. '68 5	St. L., All. and T. Haute.100	2,300,000	A. & O.	June '70 7
Bay de Noquet & Marq.100	1,280,000	A. & O.	Apr. '68 3	Joliet and Chicago.*100	1,600,000	J.A.J.&O	Apr. '71 1	St. L., Jack'nv. and Ohio.100	2,478,750	A. & O.	June '70 7
Belvidere Delaware.100	955,500	J.A.J.&O	Apr. '71 1	Lake Shore & Mich. So.100	35,000,000	F. & A.	Feb. '71 4	Sandusky and Cincinnati.100	2,089,000	M. & N.	May '71 3
Berkshire.100	600,000	J. & D.	Dec. '70 2	Lackawanna & Bloomb'g.50	1,835,000	J. & J.	Jan. '70 2	Sand. Mansf. and Newark.100	865,222	A. & O.	June '70 7
Blossburg & Corning.*50	250,000	M. & N.	May '71 5	Leeds and Farmington.*50	2,155,558	J. & J.	Jan. '70 2	Savannah and Charleston.100	1,000,000	A. & O.	June '70 7
Boston and Albany.100	19,150,800	A. & O.	Apr. '71 4	Lehigh and Mahanoy.50	54,739,800	M. & N.	May '71 5	Schenck and Susquehanna.50	1,289,150	J. & J.	Jan. '71 4
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Lehigh and Susquehanna.50	8,739,800	M. & N.	May '71 5	Second and Third St. (Ph.)50	203,757	J. & J.	Jan. '71 4
Boston, Concord & Mont.100	489,800	M. & N.	May '71 3	Lehigh Valley.50	17,116,400	J.A.J.&O	Apr. '71 2	Schenck Valley.50	678,050	J. & J.	Jan. '71 2
Do. pref.100	1,540,400	M. & N.	May '71 3	Lehigh Luzerne.50	34,450	J. & J.	Mar. '71 2	Seaboard and Roanoke.100	865,500	M. & N.	Nov. '70 4
Boston and Lowell.50	2,215,000	J. & J.	Dec. '70 5	Little Miami.*50	3,672,400	M.J.S.D.	Mar. '71 2	Second Avenue (N. Y.).100	130,000	A. & O.	July '70 2
Boston and Maine.100	4,471,275	J. & J.	Dec. '70 5	Little Schuylkill.50	2,616,100	J. & J.	Jan. '71 3	11th & 19th streets (Ph.).50	130,000	F. & A.	Dec. '70 2
Boston and Providence.100	3,700,000	J. & J.	Dec. '70 5	Lomb. and South St. (Ph.)25	90,000	F.M.A.N.	Aug. '62 2	Shamokin V. and Pottav.*50	869,450	F. & A.	Feb. '71 3
Broadway (South Boston)50	400,000	J.A.J.&O	Apr. '71 2	Long Island.50	3,000,000	F.M.A.N.	Jul. '69 3	Shore Line.50	636,200	J. & J.	Dec. '70 5
Broadway & 7th Av. (N. Y.)10	2,100,000	J. & D.	June '70 3	Louisv. Cin. and Lex.50	1,623,482	J. & J.	Jul. '70 4	Sixth Avenue (N. Y.).100	750,000	M. & N.	May '70 5
Brooklyn City.100	899,800	F.M.A.N.	July '70 3	Louisville and Nashville.100	8,688,912	F. & A.	Feb. '71 4	Somerville.100	75,000	M. & N.	May '71 3
Brooklyn City & Newtn.100	1,100,000	M. & N.	May '71 3	Louisville and Nashville.100	8,688,912	F. & A.	Feb. '71 4	South Carolina.100	5,819,275	M. & N.	May '71 3
Buffalo, Bradford & Pitts.100	960,000	M. & N.	May '71 3	Louisville and Nashville.100	8,688,912	F. & A.	Feb. '71 4	South Shore.100	259,685	A. & O.	Jul. '68 3
Buff. New York & Erie.*100	5,000,000	F. & A.	Aug. '70 4	Lowell and Lawrence.100	200,000	A. & O.	Apr. '71 3	South Western, Georgia.*100	3,939,900	F. & A.	Feb. '71 4
Buffalo and Erie.100	1,237,000	March. Mar. '71 10	March. Mar. '71 10	Lowell Horse.100	55,830	J. & J.	Jan. '71 5	Staten Island.100	660,000	J. & J.	Jan. '71 4
Burlington and Mo. Riv.100	388,000	March. Mar. '71 10	March. Mar. '71 10	Macon and Western.100	2,500,000	J. & J.	Jan. '71 5	Stony Brook.100	297,300	M. & N.	May '70 3
Cambridge Horse (Boston)100	777,800	F. & A.	Feb. '71 5	Mahanoy & B'd Mountn.*50	1,876,915	M. & N.	May '71 6	Steuersville and Indiana.100	1,983,141	F. & A.	Feb. '71 3
Camden and Amboy.50	5,847,800	F. & A.	Feb. '71 5	Maine Central.100	3,400,000	M. & N.	May '71 6	Stockbridge & Pittsfield.100	448,700	A. & O.	June '70 3
Camden and Atlantic.50	377,100	J. & D.	June '71 3	Manchester & Lawrence.100	1,000,000	M. & N.	May '71 6	Summit Branch.50	250,000	F. & A.	Feb. '71 3
Do. pref.50	763,693	J. & D.	June '71 3	Marietta & Cincinnati.50	2,029,778	M. & S.	Sep. '66 3	Syr. Bingham. and N. Y.100	1,314,130	J. & J.	Dec. '70 4
Camden & Burlington Co.100	331,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Taunton Branch.100	400,000	J. & J.	Dec. '70 4
Cape Cod.100	915,571	J. & J.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tennessee and Alabama.100	696,922	J. & J.	Dec. '70 4
Cape May and Millville.*50	447,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Terre Haute and Indiana.50	1,988,150	J. & J.	Jan. '71 6
Cape May.100	1,119,600	M. & N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Third Avenue (N. Y.).50	1,750,000	J. & J.	May '70 5
Catawissa.100	2,200,000	M. & N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.).50	2,700,000	J. & J.	Dec. '70 2
Catawissa pref.50	589,110	J. & J.	Jan. '71 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cayuga & Susquehanna.*50	765,000	M. & N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cedar Rapids & Mo. pref.100	4,696,300	J. & J.	Dec. '70 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Central of Georgia.100	15,000,000	J. & J.	Dec. '70 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Central of New Jersey.100	2,425,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Central Ohio.100	400,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Do. pref.100	970,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Gen. Park, N. & E. River.100	380,000	J.A.J.&O	Jan. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chesapeake.100	2,085,925	J. & J.	Dec. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chesapeake preferred.100	8,925,500	M. & S.	Mar. '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chesapeake and Alton.100	2,425,400	M. & S.	Mar. '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Do. pref.100	16,590,210	M. & S.	Mar. '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chicago, Burl. & Quincy.100	16,590,210	M. & S.	Mar. '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chicago, Iowa & Nobles.*100	2,227,000	J. & J.	Dec. '70 6	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chicago and Milwaukee.*100	14,673,629	J. & D.	June '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chicago & N. Western.100	20,370,293	J. & D.	June '71 5	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Do. pref.100	17,000,000	A. & O.	Apr. '71 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Chicago, R. I. & Pacific.100	3,500,000	A. & O.	Apr. '71 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cincinnati City Passenger.100	428,646	M. & N.	Jan. '69 2	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Do. Street.100	192,760	J. & J.	July '70 7	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cin. Sand. & Cleve. pref.50	1,120,000	F. & A.	Feb. '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Citizens' Passenger (Phil.)50	2,056,750	M. & N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cleveland & Mahoning.50	7,494,588	F.M.A.N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cleveland & Pittsburgh.50	6,000,000	F. & A.	Feb. '71 4	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cleveland and Toledo.*50	1,786,800	M.J.S.D.	Dec. '70 2	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Columbus and Xenia.50	1,600,000	M. & N.	May '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Concord.100	350,000	J. & J.	Jan. '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Concord & Ports. guar.100	600,000	J. & J.	Jan. '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Conny Island & Brookline.100	2,084,200	F. & A.	Dec. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Conn. & Passum. R. pref.100	1,700,000	J. & J.	Dec. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Connecticut River.100	1,316,900	A. & O.	Dec. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Cumberland Valley.50	400,000	quarterly	Dec. '70 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Danbury and Newrw.50	2,400,000	J. & J.	Jan. '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Dayton and Michigan.50	1,107,291	J. & J.	Jan. '71 3	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Delaware.*100	16,277,500	J. & J.	Dec. '70 6	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Del. Lackaw. & Western.50	1,820,200	J. & J.	Dec. '70 6	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Des Moines Valley.100	452,350	J. & J.	Dec. '70 6	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Detroit & Milwaukee.100	2,093,000	J. & J.	Dec. '70 6	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec. '70 2
Do. pref.100	1,200,000	F.M.A.N.	May '70 2	Massachusetts.100	4,460,368	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw.100	2,700,000	J. & J.	Dec



Central Pacific (in gold):	Jan.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,831	60,029	81,156	95,828	121,704	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.	44,663	66,937	81,396	96,481	106,886	164,729	269,890	251,832	262,770	29,422	280,562	342,743	2,300,787
1869.	212,604	218,982	391,308	456,048	668,270	556,090	632,567	511,854	609,798	679,042	635,306	487,639	5,670,882
1870.	413,104	394,176	488,333	633,758	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,813
1871.	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	109,850	101,365	104,372	122,084	182,301	145,542	149,137	157,948	170,044	170,910	156,869	163,294	1,673,706
1868.	100,991	154,418	195,893	192,723	178,788	206,000	224,257	312,165	354,654	320,879	307,808	252,615	2,770,484
1869.	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,252	357,956	307,919	296,524	3,840,092
1870.	226,158	222,241	290,111	299,249	329,651	371,544	321,597	387,209	322,638	360,223	325,080	277,137	3,695,158
1871.	167,837	157,832	235,961	282,165	329,610	342,568	354,244	415,982	408,999	426,752	356,192	330,109	3,892,861
1868.	276,117	275,140	267,094	279,121	303,442	384,504	404,012	558,101	486,196	483,746	409,560	369,701	4,508,643
1869.	343,182	315,099	388,727	328,390	345,823	402,854	351,045	498,232	506,623	468,212	397,513	340,881	4,811,663
1870.	281,109	316,037	342,897	348,039	408,686	405,659	418,709	506,681	497,619	475,008	441,197	404,264	4,439,405
1871.	343,550	340,301	384,372	393,654	465,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and North-western:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407,688	2,811,544
1869.	273,878	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,606	729,759	716,378	563,400	6,114,566
1870.	441,005	482,164	499,296	468,588	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,496
1871.	523,566	599,917	523,845	537,510	568,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,950	9,299,433
1868.	574,064	574,664	765,398	774,280	895,712	896,658	888,214	1,063,297	1,448,942	1,541,057	1,211,530	879,369	11,632,739
1869.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,967	1,107,084	1,001,987	13,384,471
1870.	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,306,673	1,371,780	1,140,145	845,708	13,855,467
1871.	706,025	763,782	868,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:	242,205	236,160	242,509	236,435	193,959	208,696	218,347	271,425	287,451	299,296	262,798	230,061	2,918,342

## NATIONAL AND STATE SECURITIES.

							Interest.											Interest.												
							Rate.	Payable.	WHEN PAY-ABLE.	Market Price.								Rate.	Payable.	WHEN PAY-ABLE.	Market Price.									
							Amounts outstanding.												Amounts outstanding.											
* Indicates that no interest is paid.																														
National Securities June 1, 1871.																														
Loan of June 14, 1858	registered coupon	\$6,045,000	5	Jan. & July.	1874	105 1/2	Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1880	105 1/2																		
Loan of February 8, 1861	registered coupon	13,955,000	5	Jan. & July.	1874	105 1/2	.. — Defense Loan Bonds	3,651,398	5	..	1883	105 1/2																		
Oregon War Bonds of March 2, 1861	coupon	13,567,000	5	Jan. & July.	1880	114	.. — Southern Relief Bonds	100,000	5	..	1873																			
Loan of July 1, and Aug. 3, 1861	registered coupon	4,548,000	5	Jan. & July.	1880	117 1/2	Massachusetts—State Scrip	324,000	5	Jan. & July	74-75																			
Loan of Feb. 25, 1862	(5-20s) registered coupon	945,000	5	Jan. & July.	1881	110	.. ..	275,000	5	April & Oct.	73-74																			
Loan of March 3, 1863	(5-20s) registered coupon	123,065,000	5	Jan. & July.	1881	114	.. ..	320,000	5	May & Nov.	72-80	97 1/2																		
Loan of Feb. 25, 1862	(5-20s) registered coupon	65,652,500	5	May & Nov.	1882	112 1/2	.. ..	133,000	5	June & Dec.	72-77																			
Loan of March 3, 1863	(5-20s) registered coupon	382,958,500	5	Jan. & July.	1881	114	.. ..	3,000,000	5	Jan. & July	71-78																			
Loan of March 3, 1864	(5-20s) registered coupon	53,185,100	5	Jan. & July.	1881	114	.. ..	600,000	5	..	77-78																			
Loan of March 3, 1864	(5-20s) registered coupon	21,814,900	5	May & Nov.	1882	112	.. ..	588,000	5	..	1885																			
Loan of March 3, 1864	(5-20s) registered coupon	2,995,100	5	May & Nov.	1884	112	.. ..	200,000	5	..	1883																			
Loan of June 30, 1864	(5-20s) registered coupon	\$2,929,000	5	May & Nov.	1884	112	.. ..	4,379,500	5	May & Nov.	1884	98																		
Loan of March 3, 1865	(5-20s) registered coupon	44,752,500	5	May & Nov.	1884	111 1/2	.. ..	4,000,744	5	..	1886																			
Loan of March 3, 1865	(5-20s) registered coupon	63,552,100	5	May & Nov.	1885	111 1/2	.. ..	3,505,000	5	Mar. & Sept.	1885	100																		
.. .. 2d series (5-20s) registered coupon	122,990,150	5	Jan. & July.	1885	112	.. ..	761,816	5	April & Oct.	1881																				
.. .. 3d series (5-20s) registered coupon	70,551,450	5	Jan. & July.	1885	110 1/2	.. ..	3,505,580	5	..	78-90	97 1/2																			
.. .. 4th series (5-20s) registered coupon	179,69,500	5	Jan. & July.	1887	114	.. ..	966,500	5	..	1891																				
.. .. (5-20s) registered coupon	91,325,100	5	Jan. & July.	1887	111 1/2	.. ..	50,000	5	Jan. & July.	1877																				
.. .. (5-20s) registered coupon	241,086,550	5	Jan. & July.	1887	111 1/2	.. ..	400,000	5	..	1900																				
.. .. (5-20s) registered coupon	11,603,000	5	Jan. & July.	1888	113 1/2	.. ..	3,599,024	5	..	1878																				
.. .. (5-20s) registered coupon	28,009,350	5	Mar. & Sept.	1904	109 1/2	Michigan—Renewal Loan Bonds	160,000	5	..	1873-83	100																			
.. .. (10-40s) registered coupon	137,287,500	5	F. M. A. & N.	1904	110	.. ..	1,621,000	7	May & Nov.	1890																				
.. .. (10-40s) registered coupon	57,279,650	5	F. M. A. & N.	1881		.. ..	478,000	7	Jan. & July.	1879																				
Consols of July 14, '70 & Jan. 20, '71 registered coupon	5,117,000	5	F. M. A. & N.	1886		.. ..	86,000	7	Jan. & July.	1877-79																				
Consols .. .. registered coupon		4 1/2	F. M. A. & N.	1886		Minnesota—State Building Loan Bonds	250,000	7	May & Nov.	1883																				
Consols .. .. registered coupon		4	F. M. A. & N.	1901		.. ..	100,000	7	..	1872																				
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	34,445,000	3	Dem.	1901		St. Louis War Loan Bonds	2,275,000	7	..	1871																				
Navy Pension Fund of July 23, 1868. (cur.)	14,000,000	3	Irred.			Mississippi—State Bonds (for banks)	2,000,000	6	Jan. & July.	1883																				
Certificates of Indebtedness 1870. (cur.)	678,000	4				Missouri—State Bonds proper	438,000	6	..	1888																				
Pacific R. R. Bonds. (currency)	64,618,532	4				.. ..	2,127,000	6	..	1883																				
U. S. Notes and Fractional Currency	396,671,566	nil				.. ..	13,122,000	6	..	74-90	94 1/2																			
						.. ..	1,589,000	7	..	1876																				
						.. ..	3,000,000	6	..	73-87	94 1/2																			
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## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	13
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	88
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	95	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,600,000	7	April & Oct.	New York.	1916	90 1/2
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.	59,000	....	....	....	....	....	2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....	Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	100
1st Mortgage (New York).....	7*	....	....	....	....	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	103 1/2
1st Mortgage (Pennsylvania).....	7*	....	....	....	....	....	Central Ohio:						
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85
1st Mortgage (Franklin Branch)	7*	....	....	....	....	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)	7*	....	....	....	....	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	102 1/2
1st Mortgage (Silver Creek Br.)	7*	....	....	....	....	....	2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	1885	....
2d Mortgage (New York).....	3,000,000	7*	March & Sept.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	"	"	1883	102 1/2
2d Mortgage (Pennsylvania).....	7*	....	....	....	....	....	National Loan.....	26,851,000	6	"	"	1895	....
2d Mortgage (Ohio).....	7*	....	....	....	....	....	Charlotte and South Carolina:						
1st Consolidated Mortgage.....	20,000,000	7*	Jan. & July.	London.	1883	....	1st mortgage for \$500,000	334,000	7	Jan. & July.	New York.	1880	....
2d Consolidated Mortgage.....	7,000,000	5*	April & Oct.	"	1895	....	Cheraw and Darlington.						
Income Mortgage.....	8,701,806	7*	"	"	18—	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Atlantic and Gulf:							Chesapeake and Ohio (Va. Cent.):						
1st Mortgage Consolidated.....	2,000,000	— & —	— & —	New York.	1898	....	1st Mortgage for \$15,000,000.	6*	May & Nov.	New York.	1900	90	
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	96 1/2
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Chester Valley:						
2d Mortgage, sterling.....	855,500	6*	"	London.	1866	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	Chicago and Alton:						
Baltimore and Ohio:							1st Mortgage, pref. sinking fund.	398,000	7	May & Nov.	New York.	1877	101 1/2
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	....
Loan of 1860.....	579,500	6	"	"	1880	96	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883	93
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	95 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	113 1/2
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
Belleville and Snow Shoe:							Construction.....	400,000	7	April & Oct.	New York.	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Income.....	300,000	7	"	"	1895	41
Belvidere Delaware:							Chicago, Danville and Vincennes:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	96	Chicago, Iowa and Nebraska:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	96
Blue Ridge, S. Car.:							Chicago and Milwaukee, (45 m.)						
1st Mortgage of \$2,500,000	7	Jan. & July.	Charleston.	1898	....	....	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Boston and Albany:							Chicago and Northwestern:						
Sterling Loan.....	2,051,520	6*	April & Oct.	London.	'68-'71	....	1st Mortgage.....	1,249,500	7	Feb. & Aug.	New York.	1885	100
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Prof. sinking fund b'ds (193 m.)	755,000	7	May & Nov.	"	1883	95
Boston, Clinton and Fitchburg:							Funded Coupons.....	3,592,500	7	Feb. & Aug.	"	1885	99
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	184,000	7	"	"	1885	84
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	300,000	7	"	"	1885	87 1/2
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99 1/2	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89 1/2	Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	94 1/2
Boston, Hartford and Erie:							Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	55	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	100
1st Mortgage (new) for \$20,000,000	7	Jan. & July.	Boston.	1899	25 1/2	....	2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1875	95
Boston and Lowell:							1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1898	92
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,129,000	7	Jan. & July.	"	1898	....
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	....
Wharf purchase bonds.....	200,000	6	"	"	1879	99 1/2	Chicago, Rock Island and Pacific:						
Buffalo, Bradford and Pittsburg:							1st Mortgage (C. & R. I. R.R.)	1,897,000	7	Jan. & July.	New York.	1870	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	102 1/2
Buffalo, Corry and Pittsburg:							Chillicothe and Brunswick:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	Cincinnati, Dayton and Eastern:						
Buffalo and Erie:							1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	New Mortgage.....	282,000	7	"	"	1877	....
Buffalo, New York and Erie:							Cincinnati and Indiana:						
1st Mortgage.....	2,060,000	7	June & Dec.	New York.	1877	98	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'81	80 1/2
Burlington, Cedar Rapids & Minn.							Cincinnati and Indianapolis June:						
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1919	90	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Burlington and Missouri River:							2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	97 1/2	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	Cincinnati and Martinsville:						
2d Convertible bonds.....	600,000	7	"	"	1875	....	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
3d Convertible bonds.....	958,545	8	"	"	1894	104	Cincinnati, Richmond & Chicago:						
California Pacific:													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880	...	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	95	3d Mortgage.....	6,000,000	7	" "	" "	1883	92
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	90
1st Mort. (June R. R. 1st Div.)...	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	83
1st Mort. (June R. R. 2d Div.)...	116,000	7	June & Dec.	" "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	...
1st Mortgage H. F. (Clev. & Tol.)...	2,015,000	7	Jan. & July.	" "	1885	102	Sterling Loan £280,000.....	4,844,444	6*	March & Sept.	London.	1875	...
2d Mortgage (Clev. and Tol.)...	1,000,000	7	April & Oct.	" "	1886	...	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	...
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	...
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	87	Evansville and Crawfordsville:						
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	72	1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	...
Columbus and Indiana Central:							1st Mortgage of 1884.....	740,000	7	May & Nov.	" "	1869	...
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	...	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	...
Income Bonds.....	1,243,000	7	" "	" "	1881	...	Fall River, Warren & Providence:						
Columbus and Hocking Valley:							1st Mortgage.....	200,000	7	" & "	Providence.	18—	...
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897	...	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	...
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	...
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	'70-'77	100	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	102
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	100	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	'70-'75	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	...	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	...
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...
2d Mortgage.....	109,500	8	" "	" "	1904	...	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	...
Danbury and Norwalk:							2d Preference Stock.....	5,414,094	4*	" "	" "	18—	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	...
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	...
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	...
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	Government Loan £573,688.....	2,782,387	6*	" & "	Ottawa.	...	...
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	...	Mortgage Bonds £615,200.....	2,983,720	6*	" & "	London.	'73-'76	...
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	...	Mortgage Bonds £547,000.....	2,652,950	5*	" & "	" "	'77-'78	...
Dayton and Union:							Stock Debentures £46,700.....	226,500	5*	" & "	" "	irred.	...
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879	...	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888	...
Dayton and Western:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	95
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	...	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	...	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	...
State Loan.....	170,000	6	" "	" "	1876	...	Convertible bonds.....	50,000	7	Jan. & July.	" "	1883	...
Extension Mortgage.....	100,000	6	" "	" "	1880	...	Eight per cent. Loan.....	1,834,000	8	" "	" "	1874	...
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	904,000	10	" "	" "	1872	...
1st Mort. (L. & W.) for \$900,000.....	564,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	" "	1885	103
1st Mort. (East. Ext.) \$1,500,000.....	1,111,000	7	April & Oct.	" "	1875	100	1st Mort. (Quincy and Palmyra).....	500,000	8	" & "	" "	18—	...
2d Mort. (General) for \$2,500,000.....	1,633,000	7	March & Sept.	" "	1881	96	1st Mort. (Kan. City & Cameron).....	1,200,000	10	" & "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	...	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	...	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	...	1st Mort. (Connecticut 96.04 m.).....	1,674,500	7	" "	Hartford.	1876	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	...	Hempfield:						
Bonds of June 30, 1886, (cond.).....	1,861,639	6	" "	" "	1886	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...
Detroit, Mon. & Tol. (M.S. & N.I.):							Houston:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878	...	1st Mortgage (L.G.) sinking fund.....	2,600,000	7*	Jan. & July.	New York.	1891	...
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	...	Hudson River:						
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	102
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	185,000	7	May & Nov.	" "	1875	100
1st Mortgage (construction).....	600,000	7	" "	" "	1894	...	Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	1st Mortgage.....	414,000	7	April & Oct.	Philadelphia.	1870	99
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	84
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	45
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	...	Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	106
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	332,000	6	" "	" "	1875	...
East Pennsylvania:							Redemption.....	2,500,500	6	" "	" "	1890	...
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	101	Redemption, sterling.....	2,500,000	6*	" "	London.	1875	...
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	...	Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	840,000	6	" "	" "	1880	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	52
Mortgage (new).....	136,400	7	" "	" "	1880	...	1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	...
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	...
Tennessee Loan (1866).....	800,000	6	" "	" "	1898	...	Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	...	1st Mortgage.....	397,000	7	May & Nov.	New York.	1881	...
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72	...	1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	...
2d Mortgage, (convert. sterling).....	420,000	6*	Jan. & July.	London.	1872	...	Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	99	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95
1st Mortgage (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876	96	Jeffersonville (J. M. & I.):						
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	97	2d Mortgage.....	345,000	7	April & Oct.	New York.	1873	...
Essexfield and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1906	82
Elmira and Williamsport:							2d Mortgage.....	2,000,000	7	" "	" "	75	...
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	95	Joliet and Chicago:						
Income Bonds.....	870,000	5	April & Oct.	" "	1872	00	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	110
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Banger to Winn).....	1,000,000	6*	Jan. & July.	London.	1888	...	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	...



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexington.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,503,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	4,503,000	8*	May & Nov.	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	95½
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,500,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	380,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	90-92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	New York.	1870	....
1st Mort. (exchangeable for new).....	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	"	1887	....
New Mortgage, free of taxes.....	3,350,000	6	June & Dec.	"	1898	101	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94½	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	88-94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	71-85	....
Cincinnati Loan.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Little Rock and Fort Smith:							1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
1st Mortgage for \$3,500,000.....	100,000	6	"	Cincinnati.	1880	....	Newark and New York:						
Little Schuylkill:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	Newburg & New York (Oct. 1, '68):						
Long Island:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	New Bedford and Taunton:						
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	New Brunswick and Canada:						
Louisville, Cincinnati and Lexington:							1st Mortgage, Sterling.....	1,100,000	6*	May & Nov.	London.	1867	....
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85½	Newcastle and Beaver Valley:						
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	70-78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	69-77	95	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	70-75	96	1st Mort. (Hamps. & Hampd.).....	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Barlow Branch.....	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.....	38,000	7	May & Nov.	"	80-85	92	Company Bonds (var. issues).....	850,000	6	Feb. & Aug.	New York.	75-87	93
Louisville Loan, Main Stem.....	849,000	7	April & Oct.	"	86-87	....	New London Northern:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	89½	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Chicago:							N. Orleans, Jackson & Gt. North.....						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia.....	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wm.....						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.).....	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	90-91	90	Premium, Sinking Fund Bonds.....	5,936,626	6	May & Nov.	New York.	1883	92
\$400,000 Loan.....	307,700	6	June & Dec.	"	70-71	....	Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	7	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	92
Marietta and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	86
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	97½	Bonds and mortgages.....	22,300	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	May & Nov.	London.	1891	....	Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
2d Mortgage.....	2,500,000	7	"	Baltimore.	1896	84½	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	92
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,617,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101½
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863.....	1,797,000	7	Feb. & Aug.	"	1893	92
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	73-78	96
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	....	1st Mortgage.....	303,000	8	"	"	1877	....
Consol. Sinking Fund Mortgage	2,691,500	8	"	"	1882	119	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Michigan Southern & North. Ind.:							North Eastern:						
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	101½	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage.....	2,693,000	7	"	"	1877	97	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	97	North Missouri:						
Mullin and Centre County:							1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	59½
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	2d Mortgage of 1863.....	4,000,000	7	April & Oct.	"	1888	63½
Milwaukee & Chicago, (40 miles):							North Pennsylvania:						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	102
3d Mortgage, ( " )	10,500	7	June & Dec.	"	1898	....	Chattel Mortgage.....	380,000	10	April & Oct.	"	1887	110
Milwaukee and St. Paul:							2d Mortgage.....	276,500	7	May & Nov.	"	18—	94½
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	97½	North Shore, L. I.:						
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	90	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (P. du C.).....	5,455,000	8	Feb. & Aug.	"	1898	107½	Northern Central:						
2d Mortgage (P. du C.).....	738,000	7.3	"	"	1898	99½	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	104½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	90½	2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1890	110
Mississippi Central:							Consol. Mort. for \$6,000,000.....	2,619,000	6*	Jan. & July.	"	1900	94
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1854.....	120,000	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1880	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
1st Mortgage Bonds.....	\$417,500	7	Jan. & July.	New York.	1877	....	2d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	91





## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	" " "	" "	1890	....
1st Mortgage.....	79,875	....	— & —	— & —	....	....	" " 3d class...	154,000	7	Jan. & Jul.	" "	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 4th class...	1,263,000	7	" " "	" "	1890	....
3d Mortgage.....	665,000	....	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	" " "	" "	1868	73½
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	" "	1864	....	3d Mortgage (Enlarged).....	990,000	6	" " "	" "	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....	Income Bonds.....	138,500	6	" " "	" "	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	730,000	8	" " "	" "	1890	86
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoyan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, etc. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	" "	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible .....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered .....	1,000,000	8	April & Oct.	" "	1878	....
South Carolina:							West Jersey:						
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000 .....	400,000	6	March & Sept.	Philadelphia.	1883	94
Sterling Bonds £59,031½.....	262,366	5*	" " "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000 .....	983,500	6	Jan. & July.	" "	1896	....
Domestic Bonds.....	418,016	6	" " "	" "	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	" "	1899	101½
Domestic Bonds.....	563,500	7	April & Oct.	" "	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	....	Sterling Loans, £89,900.....	2,061,520	5*	April & Oct.	London.	'90-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101½
1st Mort. (\$16,000 p.m.) endorsed	....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1880	93
1st Mortgage.....	150,000	....	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" " "	" "	1890	78
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	" " "	" "	1890	92
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	" "	1890	89½
3d Mort. (for City Point R. R.) ..	175,000	6	" " "	" "	'65-'68	....	New Preferred mortgage.....	600,000	6	" " "	" "	....	93
4th Mortgage.....	317,000	6	" " "	" "	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	....	8	" " "	New York.	'84-'90	....	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6	" " "	" "	....	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000 .....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	....	8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	....	8	" " "	" "	1897	64½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	" " "	" "	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" " "	" "	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....	2d Mortgage.....	80,000	7	May & Nov.	" "	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	578,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	89½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	96	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1884	89½	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1886	89½	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	78	Sterling, guaranteed .....	4,375,000	5*	" " "	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	Delaware Division:						
1st M.(L.Erie, W. & St.L. 167 m.)	2,500,000	7	" " "	" "	1890	....	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	59½	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" " "	" "	1871	....	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" " "	" "	1883	82	1st Mortgage (new) .....	1,500,000	7	May & Nov.	" "	1877	....
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	F. M. A. & N.	" "	1907	97½	Delaware and Raritan (See Cam						
Troy and Boston:							den and						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Erie of Pennsylvania:						
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	Interest Bonds.....	161,900	7	" " "	" "	18—	....
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	....	Lehigh Coal and Navigation:						
Troy Union:							1st Loan.....	136,913	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	2d Loan.....	5,606,100	6	" " "	" "	1884	88½
2d Mortgage, guaranteed.....	360,000	6	" " "	" "	1878	....	3d Loan.....	2,000,000	6	" " "	" "	1897	92½
Union Pacific:							Gold Loan.....	2,000,000	6*	" " "	" "	1894	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	92½	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	93½
2d Mortgage (Gov. subsidy).....	27,236,512	6	" " "	" " "	'95-'99	94	Convertible Loan.....	1,496,879	6	" " "	" "	1877	83½
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y. & Boston	'87-'89	84	Monongahela Navigation:						
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	83½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" " "	" "	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92½
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" " "	" "	1876	86
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	" " "	" "	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	....	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6*	Jan. & July.	" "	'95-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	" "	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" "	1910	....	2d Mortgage.....	3,980,670	6	Jan. & July.	" "	1882	81½
Vermont Central:							Improvement.....	1,901,670	6	May & Nov.	" "	1876	84
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	44	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	102½	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	63
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	" "	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	11½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" " "	Boston.	1890	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
Mortgage.....	293,200	7	" " "	New York.	1859	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....





Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

*See answer (\*)* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a \*.

Abstract of General Balance Sheet.									
Property and Assets.				Liabilities.		Operations.		Earnings.	
Rolling Stock.		Freight.		Accounts and Cash.		Carried one mile.		Not.	
Railroad.		R. M. R.		Stocks.		Passenger.		Gross.	
Engines.		P. M. R.		Bonds.		Freight.		Net.	
Railroad in progress.		Pass.		Accounts.		Tons.		Dividends.	
2d Track and Sidings.		Engines.		Surplus Income.		Number.		Par.	
Branch Line.		Railroad.		Surplus Income.		Number.		P. c.	
Main Line.		Freight.		Surplus Income.		Number.		P. c.	
Years ending.		Freight.		Surplus Income.		Number.		P. c.	
Oct. 31, 1899	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1899	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1899	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1900	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1901	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1902	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1903	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1904	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Nov. 30, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Dec. 31, 1905	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jan. 31, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Feb. 28, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Mar. 31, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Apr. 30, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
May 31, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jun. 30, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Jul. 31, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Aug. 31, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Sep. 30, 1906	50.0	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000	3,320,000
Oct. 31, 1906	50.0	3,320,0							



[illegible]

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

the asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

CANALB, &C.

[illegible]



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

Years ending.	Length equity, single track.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	inter st Rate.	Pay-able.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	No	14 Albany.....N.Y.	156,100	110,300	40,000		87,061	22,592	5.00	100	100	Albany:						
Sept. 30, '70	0.98			Albany st. Freight (B'ton).Mass.	47,765	75,000		1,136	2,654	557	100	100	1st Mortgage.....	40,000	7 J. & J.	18				
Oct. 31, '70	3.41	11		Allentown.....Pa.	30,118	30,500			12,733	1,886	100	100	Bleeker St. & Fulton Ferry:							
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	1,975,049	900,000	694,000	29,500	450,046		6.00	100	1st Mortgage.....	694,000	7 J. & J.	1872				
Sept. 30, '70	22.00	412	53	Bleeker st. & F.P. (N.Y.C.)N.Y.	1,075,000	110,000			316,259	54,828	4.00	100	Broadway (Brooklyn):							
Sept. 30, '70	2.75			Boston and Chelsea.....Mass.	41,000	41,000			4,400	4,004	4.00	100	1st Mortgage.....	100,000	7 J. & J.	1881				
Sept. 30, '70	10.72	192	49	Boston & West Roxbury.Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12.00	100	Broadway and 7th Avenue:							
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.00	100	1st Mortgage.....	500,000	7 J. & D.	1884				
Sept. 30, '70	7.00			Brooklyn, Bath & Coney I.N.Y.	189,855	170,000	80,000	91	35,842	8,514	100	100	Brooklyn, Bath & Coney I.:							
Sept. 30, '70	14.12	297		Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	166,350	1,234,984	115,633	12.00	100	1st Mortgage.....	80,000	7 J. & J.	18				
Sept. 30, '70	24.33	211	49	B'klyn. City, Hun. P. & P.N.Y.	685,864	300,000	379,000	30,443	166,955	24,058	100	100	Brooklyn City:							
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400		24,048	150,922	23,653	100	100	Brooklyn City & Newtown:							
Sept. 30, '70	6.00			B'klyn Flatbush & Coney Isl.N.Y.	108,000	180,000	100,000	(Open ed Oct. 1, 1870.)			100	100	1st Mortgage.....	300,000	7 J. & J.	1882				
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000				100	100	Brooklyn, Prosp. P. & Flatb.							
Sept. 30, '70	4.50			Brooklyn & Rockaway Bk.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100	1st Mortgage.....	200,000	7 J. & J.	1875				
Sept. 30, '70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	104,622	19,466	100	100	Brooklyn & Rockaway B'ch:							
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.00	100	1st Mortgage.....	45,000	7 J. & J.	18				
Sept. 30, '70	27.45			Cambridge (Boston).....Mass.	734,671	727,800	150,000	74			9.00	100	Buffalo street:							
Sept. 30, '70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000		18,738	5,035	10	100	1st Mortgage.....	316,500	7 J. & D.	1881				
Sept. 30, '70	36.00	761	141	Cent. P. & N.E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	100	100	Cambridge (Boston):							
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.)Pa.	207,264	192,750	50,000	7,700	251,773	76,780	36.50	50	1st Mortgage sinking fund	150,000	6 J. & J.	1883	92 1/2			
Oct. 31, '70	0.96	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.30	50	Central Park, N. & E. River:							
Sept. 30, '70	14.83	210	34	Coney Island (Brooklyn).....N.Y.	647,363	500,000	214,000	39,238	147,699	17,414	100	100	1st Mortgage.....	626,000	7 J. & J.	1874				
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	969,871	1,300,000	700,000	30,000	709,274	124,300	8.00	100	Citizens' (Pittsburg):							
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825			8,544	4,106	7.00	100	1st Mortgage.....	56,300	7 J. & J.	1870				
Sept. 30, '70	11.75			East New York & Jamaica.N.Y.	267,698	171,700	82,700	1,619	27,761	4,241	100	100	Coney Island and Brooklyn:							
Oct. 31, '70	1.63			Easton and S. Easton.....Pa.	25,230	29,562			9,799	2,577	5.00	25	1st Mortgage.....	214,000	7 J. & J.	1873				
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City)N.Y.	1,540,173	1,000,000	203,000	203,000	812,442	182,523	12.00	100	D. Dock, E. Bdw. & Battery:							
Dec. 31, '70	6.00			Elizabeth & Newark.....N.J.	1,224,749	200,000	24,738	34,986	11,129	5.50	100	100	1st Mortgage.....	700,000	7 J. & J.	18				
Oct. 31, '70	2.27	19	5	Erle City.....Pa.	32,291	19,807	20,296		16,143		50	9	1st Mortgage.....	203,000	7 J. & J.	18				
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185	100	100	1st Mortgage.....							
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.)N.Y.	1,052,479	748,000	215,000		384,800	93,276	10.00	100	Frankford and Southwark:							
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.00	50	49 1/2	1st Mortgage.....	250,000	7 J. & J.	1870			
Sept. 30, '70	3.25	28	6	Genesee & Water st. (Syr.)N.Y.	59,354	42,500	12,700		13,508	1,393	100	100	Green and Coates (Phila.):							
Nov. 31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000		356,759	102,350	19.50	50	15 3/4	1st Mortgage.....	100,000	7 J. & J.	1878	85 1/2		
Oct. 31, '70	5.40	155	25	Girdard College (Phila.).....Pa.	174,657	170,000	90,000		161,905	37,685	6.00	50	17 1/2	Grand st. & Newtown:						
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (B'klyn)N.Y.	270,000	170,000	90,000		89,627	8,196	2.00	100	100	1st Mortgage.....	30,000	7 J. & J.	18			
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.)N.Y.	243,615	150,000	100,000		180,211	32,244	6.00	50	15 1/2	1st Mortgage.....	130,000	7 J. & J.	1877			
Sept. 30, '70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,594	100	100	Hestonv., Mantua & Fairm.:							
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2.00	25	24	1st Mortgage.....	25,900	7 J. & J.	1874	88 1/2			
Oct. 31, '70	14.10	336	66	Hest., Mant. & F'mount (Ph.)Pa.	471,248	308,388	164,400	1,000	262,890	49,315	6.50	50	7 1/2	Hudson A. (Brooklyn):						
Sept. 30, '70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000			22,120	3,252	100	100	1st Mortgage.....	74,000	7 M & N	1878				
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.)Pa.	168,555	105,000	62,500		100,735	9,201	25	10	1st Mortgage.....	62,500	7 J. & J.	1883	75			
Sept. 30, '70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830			26,181	2,431	100	100	Lombard and South st. (Ph.):							
Sept. 30, '70	1.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100	1st Mortgage.....	50,000	7 J. & J.	1886	74 1/2			
Sept. 30, '70	3.41			Malden and Melrose (B'n).Mass.	60,246	200,000	45,872		16,740	Loss.	100	100	Lynn and Boston:							
Sept. 30, '70	0.91			Marginal Freight (Boston).Mass.	191,834	191,500		46,454	1,144		100	100	Malden and Melrose:							
Sept. 30, '70	3.07			Medford & Charlestown (B'n).Mass.	36,000	21,000	4,000		1,120		100	100	1st Mortgage, guaranteed.	45,872	6 A. & O	1880				
Sept. 30, '70	4.88	43	6	Merrimack Valley.....Mass.	42,206	50,000		6,174	23,375		100	100	Metropolitan (Brooklyn):							
Sept. 30, '70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000		297,271	688,303	99,519	10.00	100	1st Mortgage.....	191,900	7 J. & J.	1878				
Sept. 30, '70	7.20	247	40	Middlesex (Boston).....Mass.	530,387	400,000	100,000	81,567	172,240	12,419	100	100	Middlesex (Boston):							
Dec. 31, '70	3.40			Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	100	100	1st Mortgage sinking fund	100,000	6 J. & D.	1884	87			
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City)N.Y.	476,598	397,320	167,000		124,733	3,330	100	100	1st Mortgage.....	100,000	7 J. & J.	1876				
Sept. 30, '70	3.22	16	8	Northampton & W'mburg.Mass.	300,000	300,000		3,853	9,393	Loss.	100	100	Ninth Avenue (N. Y.):							
Sept. 30, '70	2.16			North Woburn (Boston).....Mass.	24,612	25,000	8,000	3,195	1,920	1,920	100	100	1st Mortgage.....	167,000	7 J. & J.	1876				
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Ph.)Pa.	121,097	59,500	17,000	50												

### REFERRED & GUARANTEED STOCKS

(Marked with an asterick (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds		
		Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire,* guaranteed.	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
C Camden and Atlantic, pref.	753,695	7	7	...
Catawissa,* pref. and guar.	2,200,000	7	7	98
Cayuga and Susquehanna,* guar.	559,110	9	9	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	29
Chemung,* guar.	390,000	8	8	...
Cheshire, preferred.	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,000,000	10	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	92
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* guar.	6,250,000	3	3	...
Cochecho, preferred.	177,760	8	8	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	83
Cumberland Valley, 1st pref.	241,900	8	8	114
" 2d pref.	242,000	8	8	...
Delaware,* guaranteed.	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	90
Erie, preferred.	8,536,910	7	7	57
Evansville and Crawfordville pref.	100,000	7	7	...
Hannibal and St. Joseph, pref.	5,078,224	7	7	92
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Houstonic, preferred.	1,180,000	8	4	105
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	12
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg,* guar.	500,000	7	7	...
Leeds and Farmington,* guar.	...	5	5	...
Little Schuylkill,* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,580,135	6	6	30
" 2d pref.	4,084,744	6	6	9
Manchester and Lawrence*	1,000,000	9	9	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	7	80
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	9	9	...
New York and Harlem, pref.	1,500,000	8	8	129
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.)* preferred.	155,000	8	8	...
Odenburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,200,000	6	6	...
Philadelphia and Erie,*	5,996,700	7	7	57
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton,* guar.	1,099,120	10	10	...
Pittfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericka & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,560	7	7	...
Rutland, preferred.	...	7	7	...
St. Louis, Alton and T. H., pref.	2,040,000	7	7	85
Sandusky and Cincinnati, pref.	445,576	6	6	62
Schuylkill Valley,* guar.	576,550	5	5	36
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...
" (E. D.) pref.	1,700,000	7	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...

**WHOLESALE PRICE CURRENT.**

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Fig. Scotch, No. 1.....	per ton	29	@	34	—
Fig. American, No. 1.....	.....	34	@	39	—
Fig. American, No. 2.....	.....	32	@	34	—
Fig. American, Forge.....	.....	51	@	32	—
Bar, Refined, English and American.....	.....	74	@	75	—
Bar, Swedes, assorted sizes.....	(gold)	85	@	100	—
STRAW PAIRS.					
Bar, Swedes, ordinary sizes.....	.....	105	@	115	—
Bar, Refined.....	.....	75	@	77 50	—
Bar, Common.....	.....	82 50	@	85	—
Scroll.....	.....	95	@	125	—
Ovals and Half-round.....	.....	95	@	120	—
Band.....	.....	90	@	95	—
Horse Shoe.....	.....	95	@	100	—
Rods, $\frac{1}{2}$ @3-16 inch.....	.....	82 50	@	120	—
Hoop.....	.....	100	@	140	—
Nail Rod.....	per lb.	—	@	—	6
Sheet, Russia, as to No.'s.....	(gold)	12	@	—	—
Sheet, Single D. and T. Common.....	.....	44	@	—	6
Rails, English.....	(gold)..... per ton	55	@	57	—
Rails, American, at Works in Penna. c'y.....	.....	70	@	72	—
Anvils, (Eagle).....	per lb currency.	8	@	—	—

**STEEL—DUTY:** Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, 2d and 1st quality, per lb.	15	@	18
English Spring (2d and 1st quality).....	7	@	10
English Blister (2d and 1st quality).....	10	@	17
English Machinery.....	114	@	14
English German (2d and 1st quality).....	12	@	14
American Blister "Black Diamond".....	11	@	12
American, Cast, Tool, do.	15	@	16
American, Spring, do.	9	@	11
American Machinery do.	10	@	11
American German do.	9	@	11

**NAILS—DUTY:** Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.	per 100 lb	4 75	@	—
Cut Spikes, all sizes		5	@	—
Clinch.		5 25	@	—
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@	— 31
Copper		— 36	@	— 38

TIN. DRESS: Pig Bone and Block 15 per cent ad val.

Plate and Sheets and Terne Plates, 25 per cent. ad val.  
Banana .....(gold).per lb. — @ — 38

Strait's.....	(gold).	— 32 1/2 @ — 32 1/2
English.....	(gold).	— @ — 32 1/2
Plates—Fair to good brands.....	Gold.	Currency.
I. C. Charcoal.....per box.	8 50 @ 8 75	9 75 @ 10 25
I. C. Coke.....	7 25 @ 8 —	8 25 @ 9 25
Coke Terne.....	6 12 1/2 @ 7 25	7 — @ 8 25
Charcoal Terne.....	7 75 @ 8 50	9 — @ 9 75

**PETROLEUM—Duty:** Crude, 20 cents; Refined 40 cents per gallon.  
Crude, 40 @ 48 gravity (in bulk)..per gall. — — @ — 15¢

Crude, 40 @ 47 gravity (in shipping order)	—	194	—	—
Refined, Standard White (in ship's order)	—	26	@	26 1/2
Refined, prime White (in shipping order)	—	26	@	27
Refined, S. W. (in jobbing lots).....	—	29	6	—
Refined, S. W. (in tin) .....	—	29	6 1/2	30
Naptha, Refined, (65 @ 73 gravity).....	—	91	1/2	10
Readuum.....per bbl.	4	—	6 1/2	—

GLASS.—Doors: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 13; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

(Single Thick.)		(Old List.)			
Sizes.	1st. A.	2d. B.	3d. C.	4th. D.	
6 by 8 to 7 by 9 .....	\$7 75	\$7 00	\$6 50	\$6 00	
8 by 10 to 10 by 15 .....	8 25	7 50	7 00	6 50	
11 by 14 to 12 by 18 .....	9 75	9 00	8 00	7 00	
14 by 16 to 16 by 24 .....	10 50	9 50	8 50	7 50	
18 by 22 to 18 by 30 .....	12 25	11 25	10 00	8 00	
22 by 26 to 24 by 30 .....	15 00	13 75	11 50	9 00	
24 by 31 to 24 by 36 .....	16 50	15 00	12 50	10 00	
26 by 36 to 30 by 44 .....	17 50	16 00	14 50	12 50	
32 by 46 to 32 by 48 .....	20 00	18 00	15 50	13 50	
32 by 46 to 32 by 56 .....	22 00	20 00	17 00	14 50	
Above .....	25 00	25 00	20 00	16 00	

(The above subject to a discount of 55¢@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 hr 8 to 8 hr 10	4 cts per 50 feet 10 @ 5 75

8	by 8	to 8	by 15	(4 qts.)	per 60	10	@ 7 1/2
8	by 11	to 11	by 15	(4 qts.)	per 60	10	@ 8 1/2
11	by 14	to 12	by 24	(4 qts.)	per 60	12	@ 9 1/2
11	by 16	to 16	by 24	(4 qts.)	per 60	12	@ 9 7/8
18	by 22	to 24	by 30	(4 qts.)	per 60	16	@ 10 1/2
20	by 28	to 24	by 30	(4 qts.)	per 60	16	@ 12
20	by 30	to 24	by 36	(4 qts.)	per 60	18	@ 12 1/2
26	by 34	to 26	by 40	(3 qts.)	per 60	21	@ 12 1/2
26	by 34	to 28	by 40	(3 qts.)	per 60	21	@ 13 1/2
28	by 38	to 30	by 42	(3 qts.)	per 60	22	@ 14
30	by 46	to 30	by 48	(3 qts.)	per 60	22	@ 17
32	by 60	to 32	by 64	(3 qts.)	per 60	24	@ 18 1/2
32	by 64	to 34	by 66	(3 qts.)	per 60	26	@ 19 1/2
34	by 68	to 34	by 60	(3 qts.)	per 60	30	@ 22
38	by 60	to 40	by 60	(3 qts.)	per 60	36	@ 28

(Subject to a discount of .55@.95 per cent.)

English sells at 40@50 per cent. off the above rates,

**New York Stock Exchange.**

**Actual Sale Prices for the week ending June 14.**

	Th. S.	F. O.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Canton Co. ....	85	.....	.....	.....	.....	.....
Central Pacific 6s. ....	102	102	102	102	102	101
Central N. Jersey. ....	111	111	111	111	111	111
Chicago & Alton. ....	119	120	119	120	119	119
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 1 M. ....	.....	.....	.....	.....	.....	.....
.. S. F. ....	.....	.....	.....	.....	.....	.....
.. Inc. bds. ....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Q. ....	.....	.....	.....	.....	.....	.....
.. 8s, 1883. ....	.....	.....	.....	.....	.....	113
Chic. & Northwestern. 85	85	85	85	85	85	85
.. pref. ....	98	98	98	98	98	99
.. 1st M. ....	99	.....	.....	.....	.....	99
.. S. F. ....	100	.....	.....	.....	.....	.....
Chic., Rock Isl. & Pa. 121	121	121	121	121	121	121
Chic., R. I. & Pa. 7s, 1896. ....	.....	.....	.....	.....	.....	.....
Clev., Col., C. and Ind. 89	89	89	89	89	89	89
Clev. and Pittsburg. ....	119	119	120	119	118	118
.. 2 M. ....	.....	.....	.....	.....	.....	.....
.. 3 M. ....	.....	.....	.....	.....	.....	.....
.. 4 M. ....	.....	.....	.....	.....	.....	.....
Clev. and Toledo. ....	.....	.....	.....	.....	.....	.....
.. S. F. 7s. ....	.....	.....	.....	.....	.....	.....
Col., Chi., & Ind. C. ....	22	21	21	21	21	21
.. 1 M. ....	87	87	87	87	87	87
.. 2 M. ....	.....	.....	.....	.....	.....	.....
Cumberland Coal pref. ....	124	124	124	124	124	124
Del. & Hudson Canal. ....	107	107	107	107	107	107
Del. Lack. & Western. 108	107	106	106	107	106	106
.. 1 M. 7s. ....	102	.....	.....	.....	.....	.....
.. 2 M. 7s. ....	.....	96	96	96	96	96
Dubueq. & Sioux City. ....	31	31	30	30	30	31
Erie Railway. ....	57	57	57	57	57	57
.. pref. ....	.....	.....	.....	.....	.....	.....
.. 1 M. 7s, 1897. ....	95	.....	.....	.....	.....	100
.. 2 M. 7s, 1879. ....	95	.....	.....	.....	.....	.....
.. 3 M. 7s, 1883. ....	87	.....	.....	.....	.....	.....
.. 4 M. 7s, 1880. ....	87	.....	88	89	89	89
.. 5 M. 7s, 1888. ....	.....	.....	.....	.....	.....	.....
Great Western 2d mort. ....	.....	.....	.....	.....	.....	85
Hannibal & St. Joseph. 95	93	89	87	86	86	88
.. pref. ....	93	92	88	88	88	88
.. 8s, conv. 104	104	.....	104	103	103	103
Hudson River. ....	.....	.....	.....	.....	.....	.....
.. 2 M. S. F. ....	.....	.....	.....	.....	.....	.....
.. 3 M. 7s, 1875. ....	.....	.....	.....	.....	.....	.....
Illinois Central. ....	136	136	136	136	136	136
.. bonds. ....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. S. th. 114	113	113	114	114	114	114
Lake Shore Div. bonds. ....	102	102	102	102	102	102
Marietta & Cin. 1st pref. ....	125	.....	.....	.....	.....	.....
.. 2d pref. ....	125	.....	.....	.....	.....	.....
Michigan Central. ....	125	.....	.....	.....	.....	.....
.. S. F. 8s, 1882. ....	.....	.....	.....	.....	.....	.....
M. S. and N. I. 1 M. S. F. 101	97	2 M. ....	.....	.....	.....	.....
Mariposa Mining Co. ....	.....	.....	5	4	4	4
.. pref. ....	.....	8	8	7	7	7
.. Tr. 10s cts. ....	.....	.....	.....	.....	.....	25
Milw. and St. Paul. ....	61	61	61	61	61	61
.. pref. ....	81	80	80	80	80	80
.. 1st mort. ....	104	98	97	97	97	97
.. 2d mort. ....	.....	.....	.....	.....	.....	.....
.. 8s. ....	107	99	99	99	99	99
.. 7 3-10s con. ....	95	96	96	96	96	96
Missouri 6s. ....	94	94	95	92	92	92
.. H. & St. J. iss. ....	94	94	95	92	92	92
Morris and Essex. ....	94	94	95	92	92	92
.. 1st mort. ....	98	102	102	99	98	98
.. 2d mort. ....	98	102	102	99	98	98
New York Central. ....	.....	.....	.....	.....	.....	.....
.. 7s, S. F. 1876. ....	92	.....	.....	.....	.....	.....
.. 6s, S. F. 1883. ....	92	.....	.....	.....	.....	92
.. 6s, S. F. 1887. ....	98	98	98	98	98	98
N. Y. Cen. & Hud. Riv. 98	98	98	98	98	98	98
.. certificates. ....	133	93	93	93	93	93
N. York and Harlem. ....	133	133	133	133	133	133
.. pref. ....	101	101	101	101	101	101
.. 1 M. 7s, 1873. ....	47	47	47	47	47	47
N. Carolina 6s, old. ....	27	27	27	27	27	27
.. new. ....	27	27	27	27	27	27
Ohio and Miss. ....	47	47	47	47	47	47
.. pref. ....	102	102	102	102	102	102
.. 1st M. ....	102	102	102	102	102	102
Pacific Mail S. S. Co. 43	43	43	43	43	43	43
Panama. ....	.....	.....	.....	44	52	53
Phila. and Reading. ....	117	117	117	117	117	117
Pitta. Pt. W. & Chi. gtd. 99	99	99	99	100	100	100
.. 1 M. ....	.....	.....	.....	.....	.....	.....
.. 2 M. ....	.....	.....	.....	.....	.....	101
.. 3 M. ....	.....	.....	.....	.....	.....	.....
Quicksilver Mining Co. ....	13	13	13	13	13	13
St. L., Alton & T. H. ....	.....	.....	.....	.....	.....	.....
.. pref. ....	98	98	98	98	98	98
.. 1 M. ....	101	101	101	101	101	101
.. 2 M. pref. ....	103	86	86	86	86	86
.. Income bds. ....	.....	77	77	77	77	77
Tennessee 6s, old. ....	71	71	71	71	71	71
.. new. ....	71	71	71	71	71	71
Tol., Wab. & Western. 62	62	62	63	62	62	62
.. pref. ....	82	82	82	82	82	82
.. 1 M. ....	89	89	89	89	89	89
.. 2 M. ....	89	89	89	89	89	89
.. Equipment. ....	.....	.....	.....	.....	.....	.....
.. St. Lou. Div. ....	32	32	32	32	32	32
Union Pacific. ....	32	32	32	32	32	32
.. 1st mort. ....	92	92	92	92	92	92
.. L. Gt. 7s. ....	86	85	85	85	85	84
.. Inc. 10s. ....	64	83	83	83	83	83
Virginia 6s, old. ....	.....	.....	.....	68	68	68
.. new. ....	.....	.....	.....	73	73	73



## New York Stock Exchange.

Actual Sale Prices for the week ending June 14.

Th.S. F.9. Sat.10. M.12. Tu.13. W.14

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	110	110	110	110
U. S. 5s, 1874, coup.	109	109	109	109
U. S. 5s, 10-40s, coup.	114	114	114	114
U. S. 5s, 10-40s, reg.	117	117	117	117
U. S. 5s, 1881, reg.	112	112	112	112
U. S. 5s, 1881, coup.	112	112	112	112
U. S. 5s, '81, O.W.L.	112	112	112	112
U. S. 5s, 5-20s, reg. '62.	112	112	112	112
U. S. 5s, 5-20s, c. 1862.	112	112	112	112
U. S. 5s, 5-20s, reg. '64.	112	112	112	112
U. S. 5s, 5-20s, c. 1864.	112	112	112	112
U. S. 5s, 5-20s, reg. '65.	112	112	112	112
U. S. 5s, 5-20s, c. n. '65.	112	112	112	112
U. S. 5s, 5-20s, r. n. '65.	112	112	112	112
U. S. 5s, 5-20s, c. n. '65.	112	112	112	112
U. S. 5s, 5-20s, reg. '67.	112	112	112	112
U. S. 5s, 5-20s, c. 1867.	112	112	112	112
U. S. 5s, 5-20s, reg. '68.	112	112	112	112
U. S. 5s, 5-20s, c. '68.	112	112	112	112
U. S. 5s, Pac.R.R. Issue 115	115	115	115	115

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 13.

W.7. Th.8. F.9. Sat.10. M.12. Tu.13

Catawissa	22 1/2	23	44 1/2	129	129	128 1/2
.. preferred	49 1/2	49	44 1/2	129	129	128 1/2
Camden and Amboy	129	129	129	129	129	128 1/2
.. 6s, 1875	94	94	94	94	94	94
.. 6s, 1880	94	94	94	94	94	94
.. mort. 6s, '89 95	94	94	94	94	94	94
Elmira & Williamsport	95	95	95	95	95	95
.. pref.	95	95	95	95	95	95
.. 7s	95	95	95	95	95	95
Lehigh Navigation	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
.. 6s, 1884	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
.. Gold L.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
.. R. R. L.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. Conv. L.	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2	82 1/2
Lehigh Valley R.R.	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
.. 6s new coup.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. 6s new reg.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
Little Schuylkill R.R.	54	54	54	54	54	54
.. 7s	54	54	54	54	54	54
Minehill	124 1/2	125	125	125	125	125
Morris Canal	48	48	48	48	48	48
.. pref.	124 1/2	125	125	125	125	125
.. 1st mort	48	48	48	48	48	48
North Pennsylvania	100	100	100	100	100	100
.. 6s, 1880	100	100	100	100	100	100
.. 7s	100	100	100	100	100	100
.. 10s, 1887	100	100	100	100	100	100
Northern Central	41	41	41	41	41	41
Oil Creek & Alleg. Riv.	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
.. 7s	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2	52 1/2
Pennsylvania R. R.	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2
.. 1st M.	103	103	103	103	103	103
.. 2d M.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. Gen. mort.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. reg.	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2	95 1/2
Penn. State, 6s, 1st series	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
.. 6s, 2d series	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
.. 6s, 3d series	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
.. 6s, W. L.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Philadelphia City, 6s	100	100	100	100	100	100
.. new	100	100	100	100	100	100
Philad. Germ. & Nor.	86	86	86	86	86	86
Phila. & Reading	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2
Philadelphia and Erie	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
.. 6s	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
.. 7s	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Schuylkill Navigation	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
.. pref.	81	81	81	81	81	81
.. 6s, 1882	81	81	81	81	81	81
.. 6s, 1876	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
.. 6s, 1872	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2	77 1/2
Susq. Canal	63	63	63	63	63	63
.. 6s, 1878	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Union Canal, pref.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
.. 6s, 1878	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Hestonville, (Horse)	52	52	52	52	52	52
Chestnut & Wal.	52	52	52	52	52	52
Green & Coates	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
2d and 3d streets	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Spruce and Pine	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
13th and 15th sts.	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 13.

W.7. Th.8. F.9. Sat.10. M.12. Tu.13

Baltimore City 6s, 1875	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 1880	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 1884	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 1900	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Balt and Ohio	148	148	148	148	148	148
.. bonds, 1875	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
.. 1880	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
.. 1885	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Marietta & Cin. 1st M.	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
.. 2d M.	84	84	84	84	84	84
Northern Central	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
.. bonds, 1885	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
.. 1900	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
N. W. Va. 1st mort.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 2d mort.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
.. 3d mort.	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
City Passenger R. R.	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 14.

Th.8. F.9. Sat.10. M.12. Tu.13. W.14

Boston and Albany	158 1/2	158 1/2	158 1/2	158 1/2	158 1/2	158 1/2
Boston and Lowell	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2	155 1/2
Boston and Maine	154 1/2	154 1/2	154 1/2	154 1/2	154 1/2	154 1/2
Boston and Providence	158	158	158	158	158	158
Boston, Hartford & Erie	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
.. 7s, new	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Cheshire, pref.	88	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Concord	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Connecticut River	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2
Eastern	145	145	145	145	145	145
Fitchburg	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Manchester & Law'ree	112	112	112	112	112	112
Michigan Central	92	92	92	92	92	92
Northern, N. H.	107	107	107	107	107	107
Ogdens & Lake Champ	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
.. pref.	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
Old Colony & Newport	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Ph. Wil. & Baltimore	89	89	89	89	89	89
Port'd, Saco & Ports	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Union Pacific	102	102	102	102	102	102
.. 6s	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2	84 1/2
.. Land Grant 7s	82	82	82	82	82	82
.. Income 10s	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Vermont & Canada	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Vermont & Mass.	76	76	76	76	76	76
South Boston (Horse)	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2	75 1/2
Cambridge	10	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Metropolitan	3	3	3	3	3	3
Middlesex	29	29	29	29	29	29
Central Mining Co.	10	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Copper Falls	3	3	3	3	3	3
Franklin	3	3	3	3	3	3
National	3	3	3	3	3	3
Pewabic	3	3	3	3	3	3
Quincy	29	29	29	29	29	29

## London Stock Exchange.

—Closing Prices—

June 2. May 26.

Atl. & Gt. West. N. Y. sec. 7 per ct	83	88	83	88
1st mort., 1880	73	78	73	78
Do. do., 2d mort., 1881	83	88	83	88
Do. Penn., 1st mort., 1877	73	78	73	78
Do. do., 2d mort., 1882	42	43	41 1/2	42 1/2
Do. Consol. 7 per cent. mort. 1890	69	71	68	70
Detroit and Milwaukee 1st mort. 7s	69	72	69	72
Do. 2d mort. 8 p. c.	69	72	69	72
Erie shares 100 dol. all paid	64	66	64	66
Do. sterlg. 6 p. c. convertible bonds	109	110	109	110
Illinois Central, 6 per cent., 1875	100	102	100	102
Do. Redemption mort. bonds 6 p. c. 100	80	85	73	78
Do. 100 dol. shares, all paid	98	100	98	100
Penn. R. R. bonds, 2d mort. 6 per ct.	93	94	93	94
Do. General mort. 6 p. c. 1910	49	51	48	51
Do. 50 shares	94	96	94	96
Philadelphia and Erie 1st mort. 1881	94	96	94	96
Do. with option to be paid in Phila.	94	96	94	96

## American Railroad Journal.

Saturday, June 17, 1871.

## Stock Exchange and Money Market.

The Money market has shown rather more animation, but, under very liberal offerings of capital on the part of lenders, rates have been without change of moment,—the range on call loans having been from 2@5 mainly 3@4 per cent., and on very choice to good mercantile credits, 4@7, chiefly 5@6 per cent. per annum. The Government houses have been very promptly supplied. The inquiry from the Stock Exchange firms has been on a moderate scale. There has been rather more demand from the Gold Exchange dealers. The mercantile call has been comparatively light. Some outflow of currency to the interior has been noted to aid in moving the wool clip to market, and other business operations; and this has had an unfavorable effect on the city bank reserves. The city banks, last week, reported a loss of \$1,073,727 of specie, and \$490,392 legal tender notes, with a gain of \$510,817 of deposits. They enlarged their loan and discount averages \$2,008,013 and reduced their circulation \$228,312. The city bank exchanges, last week, averaged \$119,958,738; and thus far, this week, 127 1/2 millions daily. The banks now hold \$14,967,907 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in

this city reported a loss of \$6,839 of specie and \$664,101 of currency, as the result of the week's business. The receipts of the office were \$3,145,618 in coin, and \$3,319,125 in currency; payments, \$3,152,457 in coin, and \$3,983,176 in currency. The office received \$2,678,000 in coin or its equivalent, from customs; and disbursed \$897,776 of coin interest.

The specie reserve of the city banks according to the latest return is \$12,716,153, against \$28,523,819 same time last year. The city bank deposits are now \$241,894,336 against \$220,699,290 week ending June 11, 1870. The legal tender reserve amounts to \$70,410,441 against \$60,159,170 same time last year. The circulation now stands at \$30,740,411, against \$33,142,188 same time last year. The loans are now \$276,419,576, against \$293,810,161 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 67 1/2 millions.

The U. S. Sub-Treasurer retired, last week, \$2,323,281 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$3,752

against \$834,424, same week preceding year. The shipments since July 1, 1870, have been \$77,212,241, against \$30,952,660 same time in 1869-70.

The customs demand for Gold last week, averaged \$445,697 a day; thus far, this week, it has averaged \$359,000 a day, or equal to a weekly aggregate of \$2,354,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$5,914 and since Jan. 1, 1871, \$3,049,749 against \$6,988,507 same time in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been \$140,453,844, against \$128,463,794 same time in 1869-70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, \$84,912,515 against \$85,671,417 same time in 1869-70.

Foreign Exchange has been in less request and quoted weaker in price, closing on Wednesday, with Bankers' sixty day bills on London at 109 $\frac{3}{4}$  @ 110; sight bills on London, 110 $\frac{1}{4}$  @ 110 $\frac{1}{2}$ .

The produce exports from this port, week ending with June 13, were to the currency value of \$3,998,129.

Government securities have been in more general request at stronger prices, on very limited offerings of all issues.

On Wednesday, Government bought in a million of Five-Twenties at 111 12 @ 111 46, ex-interest. The amount of bonds offered was \$3,571,250.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117 $\frac{1}{2}$  @ 117 $\frac{1}{2}$ ; U. S. Five-Twenties of 1862, 112 @ 112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1864 at 112 @ 112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865, 112 @ 112 $\frac{1}{2}$ ; U. S. Five-Twenties of 1865 consolidated, 114 $\frac{1}{4}$  @ 114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1867, 114 $\frac{1}{4}$  @ 114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1868, 114 $\frac{1}{4}$  @ 114 $\frac{3}{8}$ ; U. S. Ten-forties at 109 $\frac{3}{4}$  @ 110 $\frac{1}{2}$ ; U. S. Six per cent. currency bonds, 115 $\frac{1}{2}$  @ 115 $\frac{3}{8}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 31.	June 7.	June 14.
Consols .....	93 $\frac{1}{2}$	91 $\frac{3}{8}$	92
U. S. 5-20's of 1862 ..	90 $\frac{3}{8}$	90 $\frac{3}{8}$	90 $\frac{5}{8}$
U. S. 5-20's, 1865 ....	90 $\frac{1}{2}$	90 $\frac{3}{8}$	90 $\frac{1}{2}$
" 1867 ....	92 $\frac{3}{8}$	92 $\frac{3}{8}$	92 $\frac{3}{8}$
" 10-40s ....	89	88 $\frac{3}{4}$	88 $\frac{3}{4}$
Erie .....	25 $\frac{1}{4}$	24 $\frac{1}{2}$	24 $\frac{1}{2}$

State bonds have been in fair demand at fairly supported prices.

Railway bonds have been in good request and quoted firm in price. Central Pacific Sixes closed at 102 @ 102 $\frac{1}{4}$ . The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been selling quite freely at 92 per cent. and accrued interest. Union Pacific Sixes closed at 92 @ 92 $\frac{1}{4}$ .

Business in Railway and miscellaneous share property has been less active and prices have been unsettled, though closing.

The semi-annual dividend of three and one-half per cent. guaranteed by the Delaware and Hudson Canal Company on the stock of the Albany and Schuylkill Railroad Company, due on the first day of July next, will be paid on and after that date at the National Bank of Commerce in this city.

General business has been moderately active, with, however, much irregularity in prices of the leading articles of domestic produce. Breadstuffs

and Provisions closed less firmly. Middling up-land cotton closed on Wednesday at 20 $\frac{1}{4}$  cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,820,777 bales, against 2,247,700 bales same time last year; exports 2,997,700 bales, against 2,010,023 bales same time last year; stock at the ports at latest dates, 254,360 bales, against 244,595 bales same date 1870.

At a meeting of the stockholders of the Southern Trans-Continental Railroad Company held in this city on the 13th inst., a committee consisting of Edwards Pierpont, E. B. Hart and W. R. Travers, was appointed to confer with the Texas Pacific Railroad Company, with power to negotiate for the sale of their property.

At the Live Stock Markets, Beeves have been in more demand at from 10 @ 14 cts; Veal Calves, at 4 $\frac{1}{2}$  @ 9 $\frac{1}{2}$  cts; Sheep at 5 @ 8 cts; Lambs at 8 @ 13 cts; Swine, 5 @ 5 $\frac{1}{2}$  cts per lb., all live weight. The week's receipts were 6,790 Beeves, 3,873 Veal Calves, 24,990 Sheep and Lambs; and 26,002 Swine.

Foreign goods have been less freely dealt in at about previous prices, in most instances. The week's imports of foreign goods reached \$7,410,146 including \$1,618,833 of dry goods.

Ocean freights have been moderately active but quoted lower and somewhat irregular. At the close, the market was generally weak.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Albany and Susq. R. R., 95; do., 2d mort., 95; Long Dock bonds, 89; Cedar Falls and Minnesota 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 100; Gt. Western 1st mort., 1888, 93 $\frac{3}{4}$ ; Toledo, Peoria and Warsaw, E. D., 89 $\frac{1}{2}$ ; Cleveland, and Pittsburg consol., 98; Ohio and Miss. consol. bonds, 96 $\frac{1}{2}$ ; 2d mort., 86; North Missouri 2d mort., 63 $\frac{1}{2}$ ; Toledo, Wabash and Western consol., 97 $\frac{1}{2}$ ; Quincy and Toledo 1st mort., 85 $\frac{1}{2}$ ; Joliet and Chicago 1st mort., 110; Illinois Central 7s, 1875, 106 $\frac{1}{2}$ ; South Carolina 6s, new, Jan. and July, 63; do. April and Oct., 61 $\frac{1}{4}$ ; North Carolina 6s, special tax, 20 $\frac{1}{2}$ ; Georgia 7s, gold, 94; Louisiana 8s, Levee bonds, 85; Brooklyn 6s, Water Loan, 95; Atlantic and Pacific pref., 86 $\frac{1}{2}$ ; St. Louis and Iron Mt. R. R., 61; N. Y. and N. H. R. R. scrip, 150; New Jersey R. R., 129; Brunswick City Land, 9; Western Union Telegraph, 59 $\frac{1}{4}$ ; do. 7s, 95; Cumberland Coal and Iron, 49; Spring Mt. Coal, 81; Consol. Coal of Md., 53; Maryland Coal Co., 39 $\frac{3}{4}$ ; American Coal, 67; Adams Exp. Co., 80 $\frac{5}{8}$ ; Wells-Fargo Exp., 48; Am. Mer. Union Exp., 54 $\frac{1}{2}$ ; U. S. Exp., 56 $\frac{1}{4}$ ; Quicksilver Mining pref., 19 $\frac{3}{4}$ .

*Philadelphia.*—Harrisburg and Lancaster 6s, 95; Phila. and Reading debent. bonds, 83 $\frac{1}{2}$ ; Pennsylvania and New York Canal 7s, 96 $\frac{3}{4}$ ; Wilmington and Reading 7s, 101 $\frac{3}{4}$ ; Pennsylvania Canal bonds, 80 $\frac{1}{4}$ ; Huntingdon and Broad Top Mt. 1st mort., 99 $\frac{1}{2}$ ; do., consol. bonds, 45; do., scrip, 50; West Jersey R. R. 6s, 94; Morris Canal scrip, 76; Schuylkill Nav. Imp. Loan, 84; do. 6s, 1895, 80; East Penna. R. R., 41; St. Nicholas Coal, 3; Pittsburg 5s, 75; Allegheny County 5s, 79 $\frac{3}{4}$ . The latest quotations are: City 6s, 99 $\frac{1}{2}$  @ 100; do. free of tax, 100 @ 100 $\frac{1}{2}$ ; State 5s, coupon, 100 @ 101; do. 6s, W. L., 102 @ —; do. 1st series, 102 $\frac{1}{2}$  @ 103; do. 2d series, 108 @ 108; do. 3d

series, 109 @ 109 $\frac{1}{2}$ ; Reading, 58 $\frac{3}{8}$  @ 58 $\frac{3}{8}$ ; do. 7s, 1893, 103 @ 104; do. mort. 6s, 1880, 96 @ 97; Camden and Amboy, 128 $\frac{3}{8}$  @ 128 $\frac{3}{8}$ ; do. mort. 6s, 1889, 95 $\frac{1}{2}$  @ 96; do. 1883, 92 $\frac{1}{2}$  @ 93 $\frac{1}{2}$ ; do. 1889, 89 $\frac{1}{2}$  @ 90 $\frac{1}{2}$ ; Pennsylvania R. R., 61 $\frac{3}{8}$  @ 61 $\frac{3}{8}$ ; do. 1st mort., 103 @ 103 $\frac{1}{2}$ ; do. 2d mort., 99 @ 100; do. General mort. coupon, 96 @ 96 $\frac{1}{2}$ ; do. reg., 95 @ 95 $\frac{1}{4}$ ; Little Schuylkill R. R., 46 $\frac{1}{2}$  @ 46 $\frac{3}{8}$ ; Morris Canal, 51 @ 53; do. pref., 125 @ 125 $\frac{1}{4}$ ; do. 6s, 90 @ —; Schuylkill Nav., 9 @ 9 $\frac{1}{4}$ ; do. pref., 18 $\frac{3}{8}$  @ 18 $\frac{1}{2}$ ; do. 6s, 1882, 81 $\frac{1}{2}$  @ 82; Elmira and Williamsport pref., 43 $\frac{1}{2}$  @ 45 $\frac{1}{2}$ ; do. 7s, 1873, 94 @ 95; do. 5s, 61 $\frac{1}{4}$  @ —; Lehigh Coal and Navigation, 38 $\frac{3}{4}$  @ 38 $\frac{3}{8}$ ; do. 6s, 1884, 88 $\frac{1}{2}$  @ 89 $\frac{1}{4}$ ; do. R. R. Loan, 92 @ 93; do. Gold Loan, 93 $\frac{3}{4}$  @ 93 $\frac{3}{8}$ ; North Pennsylvania, 48 @ 48 $\frac{1}{2}$ ; do. 6s, 101 @ 102; do., 7s, 99 @ 99 $\frac{3}{8}$ ; do. Chatte 10s, 112 @ 114; Philadelphia and Erie, 28 $\frac{3}{8}$  @ 28 $\frac{3}{4}$ ; do. 6s, 92 $\frac{3}{4}$  @ —; Minehill, 53 $\frac{3}{4}$  @ 54; Catawissa, 22 @ 22 $\frac{1}{2}$ ; do. pref., 48 $\frac{3}{8}$  @ 49; Lehigh Valley, 62 $\frac{3}{8}$  @ 62 $\frac{1}{2}$ ; do. 6s, 97 @ 99; Fifth and Sixth streets, (horse), 42 @ 42 $\frac{1}{2}$ ; Second and Third, 63 $\frac{3}{4}$  @ 64 $\frac{1}{2}$ ; Thirteenth and Fifteenth, 24 @ 25; Spruce and Pine, 31 @ 32; Green and Coates, 43 @ 46; Chestnut and Walnut, 51 @ 52; Hestonville, 21 $\frac{1}{2}$  @ 22; Union, 62 @ 70; Germantown, 33 @ 34.

*Boston.*—Androscoggin and Kennebec 6s, 1891, 90 $\frac{1}{2}$ ; Detroit, Hillsdale and Indiana 8s, 1890, 89 $\frac{3}{4}$ ; Burlington and Missouri 8s, in Nebraska, 97 $\frac{3}{4}$ ; Leavenworth, Lawrence and Galveston 10s, 100; Cincinnati, Sandusky and Cleveland R. R., 23 $\frac{3}{4}$ ; do. 7s, 1890, 83 $\frac{3}{4}$ ; Grand River Valley 1st mort. 8s, 1886, 105 $\frac{1}{4}$ ; Vermont Central 1st mort., 88; Vt. Central and Vt. and Canada 8s, 1889, 102 $\frac{1}{2}$ ; Stanstead, Shefford and Chambly 7s, 84; Eastern 6s, 1874, 99 $\frac{3}{8}$ ; Cedar Rapids and Missouri 7s, 1891, 91; Phila. and Reading 7s, new, 100; Concord and Portsmouth R. R., 121 $\frac{1}{4}$ ; Boston and Lowell, old, 138 $\frac{3}{4}$ ; Portsmouth, Gt. Falls and Conway R. R., 115 $\frac{1}{2}$ ; Rutland R. R., 39; do. pref., 85; do. 8s, 1880, 100 $\frac{1}{4}$ ; Conn. and Pass. Rivers R. R., 93; Indianapolis and Cincinnati R. R., 6 $\frac{1}{4}$ ; Worcester and Nashua R. R., 142; Norwich and Worcester, 116; Summit Branch, 49; Eastern (N. H.) R. R., 118; Boston Water Power Co., 43; Waverly Land, 3 $\frac{1}{2}$ ; Cary Imp., 17 $\frac{3}{4}$ ; Missouri 6s, 1874, 94 $\frac{1}{2}$ ; Maine 6s, 1889, 100 $\frac{1}{2}$ ; New Hampshire 6s, 1875, 100 $\frac{3}{4}$ ; Connecticut 6s, 1881, 100; Chicago 6s, 1875, 98 $\frac{1}{4}$ ; do. 7s, 1881 @ 1884, 101; Cincinnati 6s, 1880, 97; St. Louis 6s, 1887, 91 $\frac{1}{4}$ ; St. Louis County 6s, 1880, 93 $\frac{1}{2}$ ; Boston 6s, currency, 1876, 101 $\frac{1}{2}$ ; Bath 6s, 1898, 90 $\frac{3}{4}$ ; Allouez Mining Co., 4 $\frac{3}{8}$ ; Astor, 50c.; Humboldt, 1; Petherick, 2; Pontiac, 50c.; Star, 35c.

*Baltimore.*—Maryland Defense Loan, 106 $\frac{1}{2}$ ; Virginia 6s, old, reg., 54 $\frac{1}{2}$ ; do. 1866, 72 $\frac{3}{8}$ ; Western Maryland bonds, guar. by Washington Co., 89 $\frac{3}{8}$ ; do. 3d mort. guar., 93; Northern Central 6s, 1900, gold, 94; Pittsburg and Connellsville bonds 96; Orange, Alex. and Manassas bonds, 82; Orange and Alexandria 3d mort. 8s, 84 $\frac{1}{4}$ ; do. 4th mort. 8s, 78 $\frac{1}{2}$ ; Memphis City 6s, 57 $\frac{3}{8}$ ; George's Creek Coal, 70; Bare Hill Mining, 0.03. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95 $\frac{3}{4}$  @ 96; Baltimore and Ohio, 145 @ 148; do. 6s, 1875, 98 @ 98 $\frac{1}{2}$ ; do. 1880, 98 $\frac{1}{2}$  @ —; do. 1885, 96 $\frac{1}{4}$  @ 97; Northern Central, 41 $\frac{1}{4}$  @ 41 $\frac{1}{2}$ ; do. 6s, 1885, 94 $\frac{3}{4}$  @ 96; do. 1900, 90 @ 90 $\frac{1}{2}$ ; do. 6s, 1900 gold, 93 $\frac{3}{4}$  @ 94 $\frac{1}{4}$ ; N. W. Va. 1st mort., 99 @ 100



do. 2d mort., 98 $\frac{5}{8}$ @98 $\frac{3}{4}$ ; do. 3d mort., 1885, 97 $\frac{1}{4}$ @97 $\frac{1}{2}$ ; Marietta and Cincinnati 7s, 1892, 97 $\frac{1}{2}$ @98; do. 2d mort., 84 $\frac{1}{2}$ @84 $\frac{3}{8}$ ; Central Ohio, 28@33; do. 1st mort., 85 $\frac{7}{8}$ @88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 93@95; do. 2d mort. guar., 93@94; do. 2d mort. pref., 59@60; do. 6s, guar. by Washington Co., 89@91; do. 6s, 3d mort. guar., 93@93 $\frac{1}{2}$ ; Richmond and Danville bonds, 76 $\frac{1}{4}$ @77; Orange and Alexandria 1st mort. 6s, 86@86 $\frac{1}{2}$ ; do. 2d mort. 6s, 79@85; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 78 $\frac{1}{4}$ @79; Orange, Alex. and Manassas 7s, 81 $\frac{7}{8}$ @82; Virginia and Tennessee 8s, 86@88; do. 6s 1st mort., 88@92 $\frac{1}{2}$ ; do. 6s, 2d mort., 75@77; Baltimore 6s, 1875, 99@99 $\frac{1}{2}$ ; do. 1884, 98@100; do. 1890, 98 $\frac{1}{4}$ @98 $\frac{3}{4}$ ; do. 1893, 98@—; do. 1900, 99 $\frac{1}{2}$ @100; do. 5s, 1888-70, 80@81; Memphis City 6s, 57 $\frac{1}{4}$ @57 $\frac{3}{4}$ ; Maryland Defense Loan, 1883, 106 $\frac{1}{2}$ @107; City Passenger R. R., 24@24 $\frac{1}{2}$ ; George's Creek Coal, 70@73; Baltimore Copper, 0.50@0.90; Santa Clara, 1@3.00; Atlantic Coal, 1@2.25.

## GREAT NATIONAL LOAN.

**\$134,000,000 NEW 5 PER CENTS.**

PRINCIPAL AND INTEREST PAYABLE IN COIN.

Interest quarterly, February, May, August, and November.

BONDS FREE OF ALL TAXES, LOCAL OR NATIONAL.

The Treasury Department having already received subscriptions to the amount of \$66,000,000 to the first two hundred millions of the New Loans authorized by the Act of Congress, of July 14, 1870, for refunding the Public Debt, bearing five per cent. per annum interest, now offers to popular subscription the remaining \$134,000,000 of this particular Loan, and is prepared to promptly deliver the Coupon Bonds or Registered Certificates in exchange dollar for dollar for any of the United States six per cent. Bonds or Registered Stocks, known as *Five-Twenties*, or for Gold Coin at the par value of the New Loan, and accrued interest from the first of May. When this amount, to which preference is given, is taken up, the remainder of the Five per Cents, \$300,000,000, embraced in the Act will be offered in connection with \$300,000,000 Four and one half per Cents, and any part of \$700,000,000 of Four per Cents, the one running fifteen years and the other thirty years.

The following is a copy of the New Five per Cent. Bond, under and pursuant to the Act of Congress:

FORM OF FIVE PER CENT BOND.

INTEREST | FUNDED LOAN OF 1881 | 5 PER CENT.

UNITED STATES OF AMERICA

ARE INDEBTED TO THE BEARER IN THE SUM OF ..... DOLLARS.

THIS BOND is issued in accordance with the provisions of an Act of Congress entitled "An Act to authorize the refunding of the National Debt," approved July 14, 1870, amended by an Act approved January 20, 1871, and is redeemable at the pleasure of the United States, after the first

day of May, A. D. 1881, in Coin of the standard value of the United States on said July 14, 1870, with interest in such Coin, from the day of the date hereof, at the rate of FIVE PER CENTUM per annum, payable quarterly, on the first day of February, May, August, and November, in each year. The principal and interest are exempt from the payment of all Taxes or Duties of the United States, as well as from taxation in any form, by or under State, municipal or local authority.

WASHINGTON, ....., 18....

Entered ..... Recorded .....

.....

Register of the Treasury.

Registered bonds will be issued of the denominations of \$50, \$100, \$500, \$1,000, \$5,000 and \$10,000, and coupon bonds of each denomination except the last two. The interest will be payable in the United States at the office of the Treasurer, any Assistant Treasurer, or designated depository of the Government, quarterly, on the first days of February, May, August and November, in each year.

The Interest on the Registered Stock of this Loan, it is determined by the Treasury Department, will be paid by the Treasurer of the United States in his Gold Check for the Quarterly Interest, to the Post office address of every holder, free of trouble or expense, dispensing with attendance, in person or by proxy, at the Treasury, for the purpose of receipting for and drawing such interest.

The whole proceeds of the New Loan will be applied to the payment or redemption and cancellation of the 5-20 years six per cent. bonds, and in addition to these proceeds, the 5-20s are being reduced by purchases, averaging, for two years past, about \$10,000,000 per month.

The entire effect, therefore, of the New Loan, in connection with the existing Sinking Fund process of the Treasury, is to reduce both Principal and Interest of the Public Debt of the United States. *The Loan creates no additional supply of Government Stocks*, while the application of the surplus revenue is constantly lessening the Funded Stocks bearing six per cent. Gold Interest.

The policy of the Government since the close of the War in 1865, which left a debt upon the country of \$2,755,000,000, and an annual taxation of \$311,000,000, has been to reduce steadily both Debt and Taxes: to reduce the Principal of the Debt by actual payments, and to lessen the annual burden of Interest, and thereby the burden of Taxation, not only through such payments, but by funding the debt at the cheapest rates of interest practicable from time to time, until it is now felt that the very cheapest rates are due to the high Credit, unblemished Public Faith, and vast and growing resources of the country. From \$2,755,000,000 the Principal of the Debt has been reduced to \$2,260,000,000—both sums exclusive of accrued interest—and from the heavy burden of \$151,832,000 per annum, the Interest charge has been reduced to \$112,780,000 per annum; while the annual taxation, under the Internal Revenue system, which the necessities of the War and the Debt thereby created rendered necessary for at least a short series of years, has been reduced from \$311,000,000 in 1865-66 to about \$154,000,000 per year in 1870-71, (estimating for

the highest probable collections in the current month, the last of the Fiscal year,) or less than one-half the first named sum. And in the year 1871-72 a further reduction of \$28,000,000 will come in under the Act of July, 1870, so as to give only \$126,000,000 for the year, or about two-fifths the maximum of 1865-66.

By the successful refunding of the Public Debt at moderate rates of Interest, and by continued economies in the expenditures of the Government—which in two years, from March 4, 1869, to March 4, 1871, amounted to \$126,700,949, or an average saving per year of \$63,350,474—it is believed that nearly the entire system of Internal Taxes can be dispensed with in a few years, or so much of it as requires the machinery of District Assessors and Collectors.

The Secretary of the Treasury has just published the Monthly Schedule of the Public Debt to June 1, from which it appears that he has further reduced the total of Funded Gold-bearing debt since May 1, by the sum of \$8,000,000 by purchase of United States 5-20s for the Sinking Fund, and reduced the 5-20s by the further sum of \$8,217,400 by conversion into the New 5 per Cents. The whole Funded Debt now stands, \$1,894,128,750, as against \$2,107,846,150 two years ago when the present Administration came into office. Adding to these sums the net Circulation of the Treasury, (that is, in Greenbacks and Greenback Certificates, after deducting Gold and Currency on hand,) the following is the comparison of Debt of all kinds, at present, and at the close of the War, and in 1869:

	July, 1865.	March, 1869.	June, 1871.
U. S. Stocks .....	\$2,150,784,112	\$2,107,846,150	\$1,894,128,750
Circulation .....	605,211,163	383,645,854	366,333,003

Total.....\$2,755,995,275 \$2,491,399,904 \$2,260,461,753

The following table affords a classification of the Funded Stock (in Gold) of the United States, as at present outstanding:

Date.	Coupon.	Registered.	Total.
5-20s, 1862.....	\$382,958,500	\$103,973,500	\$486,932,000
5-20s, 1864.....	44,752,650	55,924,100	100,676,750
5-20s, 1865.....	123,660,150	53,552,100	177,212,250
5-20s, 1865 (n.).....	179,269,600	70,851,450	250,220,950
5-20s, 1867.....	241,686,550	91,325,100	333,011,650
5-20s, 1868.....	28,009,350	11,603,000	39,612,350
Total.....	\$1,000,436,700	\$387,229,250	\$1,387,665,950
Sixes, 1881.....	83,260,400	190,417,700	283,678,100
Fives, 10-40s.....	57,279,650	138,287,650	194,567,300
Fives, 1874.....	15,955,000	6,045,000	20,000,000
New fives, '81.....	5,117,000	3,100,400	8,217,400

Total.....\$1,170,048,750 \$724,080,000 \$1,894,128,750

Total March 4, 1869 ..... 2,107,846,150 |

Reduction of Funded Debt.....	\$214,717,400
Yearly Gold Interest charge, 1869.....	\$124,255,350
Present yearly charge.....	\$111,419,998

Reduction in Interest Charge..... \$12,835,357 |

The proposed further reduction of the annual interest charge upon the Public Debt by refunding is as follows:

By exchange of \$500,000,000 United States six per cents for new five per cents of 1861 .....	\$5,000,000
By exchange of \$300,000,000 United States six per cents for four and a half per cents of 1866.....	4,500,000
By exchange of \$700,000,000 United States six per cents for four per cents of 1901 .....	14,000,000

Total saving per annum by refunding, \$23,500,000

C. C. NORVELL,

In charge of United States Loan Advertising.

TREASURY OFFICE, }  
NEW YORK, June 3, 1871. }

**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.	
1870.	1871.
Manufactures of wool....	\$1,162,012
" cotton....	1,095,979
" silk....	2,080,264
" flax....	811,672
Miscellaneous dry goods..	720,013
Total entered for consump.	\$5,819,940

**WITHDRAWN FROM WAREHOUSE.**

1870.	1871.
Manufactures of wool....	\$857,462
" cotton....	576,094
" silk....	386,247
" flax....	440,694
Miscellaneous dry goods..	183,542
Total withdrawn from warehouse....	\$2,444,039

Add entered for consump.	5,819,940
Tot. thrown on the market.	\$8,263,979

**ENTERED FOR WAREHOUSING.**

1870.	1871.
Manufactures of wool....	\$497,695
" cotton....	232,560
" silk....	265,948
" flax....	301,916
Miscellaneous dry goods..	103,349
Total entered for wareh'g.	\$1,401,458

Total entered for consump.	5,819,940
Total entered at the port.	\$7,221,398

The imports of foreign dry goods at New York for five months from January 1, were:

**ENTERED FOR CONSUMPTION.**

1870.	1871.
Manufactures of wool ..	\$7,676,400
" cotton....	7,751,375
" silk....	9,665,899
" flax....	4,458,565
Miscellaneous dry goods	4,231,789
Total imports .....	\$33,784,028

**WITHDRAWN FROM WAREHOUSE.**

1870.	1871.
Manufactures of wool ..	\$4,967,143
" cotton....	3,335,465
" silk....	2,546,192
" flax....	2,995,924
Miscellaneous dry goods.	794,832
Total withdrawn from warehouse....	\$14,639,556

Add entered for consump.	33,784,028
Total thrown on the market....	\$48,423,584

**ENTERED FOR WAREHOUSING.**

1870.	1871.
Manufactures of wool....	\$4,484,134
" cotton....	3,090,419
" silk....	2,187,483
" flax....	2,248,689
Miscellaneous dry goods..	818,392
Total entered warehouse.	\$12,829,117

Add entered for consump.	33,784,028
Total entered at the port..	\$46,613,145

The imports of foreign dry goods at New York for eleven months from July 1, were:

1862 .....	\$34,620,618
1863 .....	59,061,614
1864 .....	78,433,263
1865 .....	44,411,471
1866 .....	130,280,590
1867 .....	99,161,965
1868 .....	73,072,553
1869 .....	88,131,658
1870 .....	91,855,730
1871 .....	120,171,438

**Stocks and Bonds of the City and County of New York, May 1, 1871.**

The following is given as an official statement of the public debt of the city and county of New York, as it stood upon the first day of May, 1871:

**CITY FUNDED DEBT.**

Five per cent. Water stock, due in 1875	\$284,700
Five and Six per cent. Croton Water stock, due in 1890.....	1,000,000
Five and Six per cent. Croton Water stock, due in 1879.....	267,000
Six per cent. New Aqueduct stock due in 1884.....	250,000
Six per cent. Additional New Croton Aqueduct stock, due in 1900.....	246,000
Six per cent. Croton Reservoir bonds, due in 1907-1911.....	900,000
Six per cent. Croton Aqueduct bonds, due in 1907-1911.....	490,000
Seven per cent. Croton Water Pipe bonds, due in 1880.....	450,000
Six per cent. Water stock, due in 1875	1,878,900
Five per cent. Water stock, due in 1870	273,064
Five per cent. Water stock, due in 1880	2,147,000
Six per cent. Croton Water stock, due in 1883.....	1,900,000

Five per cent. New York City stock for Docks and Slips, due in 1871-1876.	300,000
Six and seven per cent. Market stock, due in 1894-1897.....	296,000
Six per cent. City Improvement stock, due in 1889.....	451,200
Seven per cent. City Improvement stock, due in 1889.....	3,340,000
Five per cent. Building Loan stock, No. 4, due in 1873.....	115,000
Five per cent. Public Education stock, due in 1873.....	154,000
Seven per cent. City Cemetery stock, due in 1888.....	75,000
Five per cent. Central Park Fund stock, due in 1898.....	393,300
Six per cent. Central Park Fund stock (Arsenal), due in 1898.....	275,000
Seven per cent. Lunatic Asylum stock, due in 1889.....	300,000
Six per cent. Lunatic Asylum stock, due in 1889.....	400,000
Six per cent. Central Park Fund stock, due in 1887.....	3,066,071
Six per cent. Central Park Imp. Fund stock, due in 1887.....	2,083,200
Six per cent. Central Park Imp. Fund stock, due in 1876.....	2,500,000
Six per cent. Central Park Imp. Fund stock, due in 1895.....	1,766,600
Five and six per cent. Central Park Additional Fund stock, due in 1874.	1,000,000
Six per cent. Floating Debt Fund stock, due 1878.....	2,748,000
Six per cent. Real Estate Bonds, due in 1873.....	1,133,437
5 per cent. Vol. Sol. Family Aid Fund bonds, due in 1871 and 1872.....	1,000,000
6 per cent. Vol. Sol. Family Aid Fund bonds, due in 1873-1875.....	1,500,000
7 per cent. Vol. Sol. Family Aid Fund bonds, due in 1876.....	266,500
6 per cent. Street Improvement bonds, due in 1888.....	606,939
7 per cent. Street Opening and Improvement bonds, due in 1879-1882.	1,000,000
7 per cent. Accumulated Debt bonds, due in 1884-1888.....	6,500,000
7 per cent. Tax Relief bonds, due in 1879.....	2,767,000
Seven per cent. Tax Relief bonds, No. 2, coupons, due in 1890.....	3,000,000
Seven per cent. Stock bonds, due in 1901.....	500,000
Six per cent. Fire Telegraph bonds, due in 1884.....	400,000
Six per cent. Fire Department stock (1), due in 1899.....	50,000
Six per cent. Fire Department stock (2), due in 1899.....	471,952
Six per cent. New York Bridge bonds,	

due in 1905.....	450,000
Seven per cent. Ninth District Court House bonds, due in 1890.....	300,000
Seven per cent. Croton Water Main stock, due in 1900.....	250,000

Amount.....\$49,551,864

**CITY TEMPORARY DEBT.\***

Seven per cent. Street Improvement bonds, due in 1873.....	3,200,000
Seven per cent. Street Improvement bonds, due in 1874-1876.....	3,101,500
Seven per cent. Assessment Fund bonds, due in 1874.....	1,100,000
Seven per cent. Assessment Fund bonds, due in 1872.....	726,800
Six per cent. Central Park Com. Imp. bonds, due in 1871.....	125,000
Seven per cent. Central Park Com. Imp. bonds, due in 1871 and 1872.....	1,200,000
Seven per cent. Department of Parks Imp. bonds, due in 1874 and 1875..	1,462,200

Amount.....\$10,915,500

\* Payable from assessments for opening, sewer-ing and improvement of streets.

**COUNTY FUNDED DEBT.**

Six per cent. County Court House stock, due in 1875-1892.....	\$1,800,000
Six per cent. County Court House stock, No. 2, due in 1877-1881.....	800,000
Seven per cent. County Court House stock, No. 3, due in 1884-1888.....	600,000
Seven per cent. Assessment Fund stock, due in 1871.....	768,000
Six per cent. Assessment Fund stock, due in 1887.....	1,106,700
Six per cent. Soldiers' Bounty Fund bonds, due in 1883-1890.....	4,000,000
Six per cent. Soldiers' Bounty Redemption bonds, due in 1873-1876.....	2,000,000
Seven per cent. Soldier Bounty bonds, No. 3, due in 1895 and 1897.....	745,800
Six per cent. Riot Damages Redemption bonds, due in 1877 and 1879..	1,000,000
Six per cent. Soldiers' Subsistence and Relief Redemption bonds, due in 1880 and 1881.....	946,700
Six per cent. Riot Damages Indemnity bonds, Nos. 1 and 2, due in 1882..	848,000
Seven per cent. Soldiers' Bounty Fund Redemption bonds, No. 2, due in 1891.....	376,600
Seven per cent. Bonds for Repayment of Taxes, due in 1871.....	499,550
Seven per cent. Accumulated Debt bonds, due in 1884-1888.....	6,000,000
Six per cent. New York County Repairs to Building stock, due in 1884-1888.....	100,000

Amount.....\$21,591,350

**RECAPITULATION.**

City funded debt .....	\$49,551,864
City temporary debt.....	10,915,500
County funded debt.....	21,591,350

Total amount .....

Of the above amount of stock and bonds of the city and county of New York the Commissioners of the Sinking Fund hold.....	17,784,063
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Net amount outstanding.....\$64,274,651

J. W. Phelps of Springfield and G. W. Hendrick of Easthampton (Mass.) have received the contract for building the railroad from Mount Tom to Easthampton.

The officers of the New Jersey West Line Railroad company, recently elected, are: President, Hon. Asa Packer; Vice President, Robt. H. Sayre; Secretary and Treasurer, T. McCarter.



## Journal of Railroad Law.

## RAILROAD COMPANIES—TRESPASS OF CATTLE—WHAT CONSTITUTES NEGLIGENCE.

The facts in the recent case of *Arnold vs. The Illinois Central Railroad Company* (47 Ill., 173,) are fully and clearly stated in the following opinion by

LAWRENCE, J.—The cow of the appellee, Arnold, was killed by a train of the appellant, where the road passes through the farm of one Thomas Snell. The cow had come upon his farm from the public highway, through an insufficient fence, and passed from thence on to the railway track through an open space designed as a farm crossing, where the company had erected bars about a year before the accident. The bars, however, had been down and wholly neglected for three months. On these agreed facts the court gave judgment for the plaintiff below.

If the bars had been taken down by the owner or occupant of the farm, and he had neglected to replace them, it might be urged with great propriety, that his own acts would prevent a recovery in a suit brought by him. But in this it is immaterial whether the bars were taken down by the company or the occupant of the adjacent land. The company was guilty of negligence, under the statute in allowing them to remain down for three months. The statute required the company to "erect and maintain" a sufficient fence, and of this fence the bars were a part. *Great Western Railway Company vs. Hehn*, 27 Ill., 199.

It is urged, however, that the cow of appellee was a trespasser on the farm of Snell. But under the Laws of this State, as long since settled by this court, cattle may go at large, and if they enter upon private property they are not trespassers unless such property is surrounded by a statutory fence. The fence in this case, between the farm of Snell and the highway, was admitted to be insufficient, and, in determining the rights of the appellee, they must be passed upon as if no fence whatever had been there. If there had been no fence on the highway it would hardly be contended that the company was not liable for allowing this opening in the railway fence to remain three months, and its track subject to be entered upon by all the animals remaining at large in the neighborhood, and a fence less than that required by law around the farm of Snell did not change the aspect of the case.

The judgment of the circuit court was in accordance with the former decisions of this court, and must be affirmed.

Judgment affirmed.

It is announced that arrangements for the survey of the Canadian Pacific Railroad have been completed. The points to be explored are between Lake Nipissing and Lake Winnipeg, on the eastern end, and on the Pacific end through the mountain ranges. The plans intermediate present no difficulties, and will not be surveyed. The work will be divided among eighteen or twenty parties, each taking a section of seventy or eighty miles. Something of the character of the route will, it is expected, be known in time to be reported at the next session of Parliament.

J. S. Thompson has been elected President and D. B. Gill Secretary and Treasurer of the Camden and Swedesboro railroad company.

## BANKING AND FINANCIAL.

THE NEW ORLEANS, MOBILE AND TEXAS RAILROAD COMPANY are building a trunk line, connecting New Orleans with Mobile on the east, and giving the only railroad connection between the former city and the great and most productive State of Texas on the west, the total distance from Mobile to Houston being 475 miles.

The Company is composed of strong Northern capitalists, who have already expended nearly \$10,000,000 of their own funds in the construction of the line. They have built about 225 miles from Mobile westward, and secured by purchase of securities and made provision for the thorough repair and equipment of the 108 miles constituting the Texas division; leaving but 140 miles to be built to complete the entire road.

It is believed that no other railroad corporation in the country has ever made so large an expenditure from its own means before offering any of its securities to the public.

The Company now offer for sale the eight per cent. mortgage bonds upon the Louisiana Division of 226 $\frac{2}{3}$  miles from New Orleans to the Sabine River. This will probably be the most valuable portion of the whole line, as it will be the only rail communication by which the enormous productions of Texas can reach the Southern metropolis.

So important is this road considered to Louisiana, that the State has made very liberal grants in aid of the enterprise, by direct donations, by indorsement of its bonds, and by subscriptions to the stock of the Company, amounting in all to over \$8,000,000.

The bonds now offered are of two classes—first mortgage bonds to the amount of \$12,500 per mile, and second mortgage bonds, to an equal amount, both principal and interest guaranteed by the State of Louisiana. The price of the two classes is the same, and subscribers can take their choice.

The bonds are only in the denomination of \$1,000, or £200 each, interest payable January and July, at the rate of eight per cent. currency in New York, or seven per cent. gold in London, at the option of the holder, at the time each coupon is due. Bonds can be registered, if desired. No better security has been offered to investors. The line is a good and important one, and the stockholders have proved their determination and ability to carry the work to an early and successful completion by the very large amount they have themselves put into it.

The bonds are largely profitable, as well as entirely safe. One thousand dollars invested in these eight per cent. bonds will give the purchaser more than seventy-seven per cent. greater annual interest than the same amount invested in new Government Five Per Cents, into which the Government Sixes are being funded by the Secretary of the Treasury.

At the same price an eight per cent. currency long bond is far cheaper than a seven per cent. gold one. Calculating a return to specie payments in three years, and taking the time that the bonds of the New Orleans, Mobile and Texas Railroad have to run—forty-five years—we find that by compounding the interest of each, every

six months, at 7 per cent., an eight per cent. currency bond at ninety will give a return of \$2,614 18 more than a seven per cent. gold bond at the same price, or nearly three times the amount of the original investment.

While the purchaser of the eight per cent. bonds of this Company can realize this special profit, he also holds the option of taking advantage of any temporary advance in gold, as he has choice, at every separate coupon day, or gold interest at seven per cent., or currency interest at eight per cent.

The bonds are dated May 1, 1871. The first coupon will, therefore, be a fractional one, running from May 1 to July 1. The price is ninety, and accrued interest at eight per cent. currency from May 1 to date of remittance. Bonds will be sent free of cost, and Government and all marketable securities will be taken in exchange at their best market rates without charge for selling.

Information concerning the Company and the road, and pamphlets containing map and full details of the enterprise, can be obtained of the undersigned or any of the Company's advertised agents, W. B. SHATTUCK, Banker and Financial Agent, New Orleans, Mobile and Texas Railroad Company, No. 23 Nassau street, New York.

## Railroad Passenger Tax.

The Court of Errors and Appeals for the State of Delaware has unanimously declared unconstitutional the tax of ten cents per head attempted to be levied by the Legislature of that State upon every passenger travelling by steam routes. The suit was brought by the State against the Philadelphia, Wilmington and Baltimore Railroad Company for \$75,000. The law is declared invalid only so far as it applies to passengers traveling into, out of, or wholly through the State—that is, so far as it attempts to impose a tax upon inter-State travel.

The directors of the Hudson Suspension Bridge and New England Railway Company are: Benjamin E. Smith, Hiram Barney, D. C. Littlejohn, E. W. Serrell, Chas. J. Pusey, Andrew Carnegie, Clark R. Briggs, A. S. Diven, Job H. Jackson, A. W. Humphreys, L. T. Guthrie, E. R. Wisewell and Charles Dawson. The officers are: Charles J. Pusey, President; Clark R. Briggs, Vice President; Charles Dawson, Treasurer; Gen. E. W. Serrell, Chief Engineer.

The contract for building the bridge over the Missouri river at St. Joseph, Mo., has been awarded to the Detroit Bridge and Iron Works Company for \$710,000, to be completed November 1, 1872.

The Directors of the Portland, Saco and Portsmouth Railroad Co. have elected the following officers: President, Thornton K. Lothrop of Boston; Clerk, Charles E. Barrett of Portland; Treasurer, Eliphalet Nott of Saco.

Mr. Alexander Taylor, who has the contract for grading the Chicago, Danville and Vincennes railroad, expects to reach Rossville, 20 miles north of Danville, by the 4th of July.

The Supreme Court of Kansas, in session at Topeka, has sustained the validity of the bonds issued by counties in aid of railroads, holding their issue to be constitutional.

**Tobacco Production of the United States.**

Upon the 21st of June St. Louis tobacco dealers will hold the only Tobacco Fair to be convened in this country for the current year. Upon that occasion premiums expressive of the various grades of excellence of the tobacco shown are to be liberally awarded. Believing that a compact exhibit of all the attainable facts concerning the tobacco crop in this country will prove useful and timely, inducing, perhaps, a more liberal use of fertilizers, a more thorough and generous tillage, greater care in handling and curing and in experimental efforts for the improvement of the tobacco plant, common to Western fields, we begin with the following general statement of the total crop of 1870, by States:

States.	Total lbs. produced.	States.	Total lbs. produced.
Mass.....	5,200,000	Arkansas....	2,250,000
Connecticut..	6,500,000	Tennessee..	35,000,000
New York....	8,500,000	W. Virginia..	2,250,000
New Jersey..	100,000	Kentucky....	40,000,000
Maryland....	14,500,000	Missouri....	18,500,000
Virginia.....	65,000,000	Illinois.....	14,500,000
N. Carolina..	33,500,000	Indiana.....	7,000,000
Florida.....	500,000	Ohio.....	16,000,000
Georgia.....	1,000,000	Michigan....	3,500,000

The total number of pounds raised amount to 273,775,000, and the value is estimated at \$32,206,325. Virginia very largely leads every other State in tobacco production. Kentucky stands next in order. Tennessee and North Carolina both lead Missouri, and she in turn leads Illinois and every other Western State, though Ohio trenches very close upon her showing. The average yield per acre in the several States was as follows:

States.	Pounds per acre.	States.	Pounds per acre.
Massachusetts...	1,200	Arkansas.....	750
Connecticut.....	1,450	Tennessee.....	548
New York.....	800	West Virginia....	707
New Jersey.....	1,300	Kentucky.....	667
Maryland.....	500	Missouri.....	992
Virginia.....	418	Illinois.....	633
North Carolina..	508	Indiana.....	731
Florida.....	500	Ohio.....	700
Georgia.....	375	Michigan.....	1,000

The immense yields of Connecticut, Massachusetts, and New Jersey per acre are induced, of course, by high culture and a liberal use of fertilizers. But this care and outlay pay, for not only is a much greater crop produced than by the careless culture and from the lean soils of the West, but the quality is so greatly improved that the tobacco marketed from those States brings a higher price per pound than does that raised in the West. That this may appear more clearly to our Western tobacco-growers, we will put the fact in tabular form, as follows:

	Pounds per acre.	Price per lb.	Cash ret'n per acre.
Massachusetts.....	1,200	26	\$312 00
Connecticut.....	1,450	27	391 50
New York.....	800	14	112 00
New Jersey.....	1,300	27	351 00
Maryland.....	500	13	65 00
Virginia.....	418	10	41 80
North Carolina.....	508	13	66 04
Florida.....	500	29	145 00
Georgia.....	375	19	71 25
Arkansas.....	750	13	97 50
Tennessee.....	548	13	71 24
West Virginia.....	707	13	91 91
Kentucky.....	667	9	60 03
Missouri.....	992	10	99 20
Illinois.....	633	8	50 64
Indiana.....	731	9	65 79
Ohio.....	700	6	42 00
Michigan.....	1,000	20	200 00

Can our Missouri grower of tobacco satisfy himself why it is that while the Connecticut Yankee is able to draw 1,450 lbs. tobacco, worth 27c. per lb., from the stony, unkind soil of his Granite State, he (the Missouri grower) can only get 992 lbs., worth 10c. per lb. The Connecticut

planter gets \$391 50 per acre for his crop, the Missouri planter but \$99 20 or \$292 80 less per acre. Really this is too fearful a difference, and we ask the attention of our tobacco-dealers to the matter. Let the whole question be taken under thorough advisement, and it is more than likely that some Western organization for the improvement of tobacco will be formed, and vast good result to the tobacco interest of the West.—*St. Louis Democrat.*

The Kentucky and Great Eastern Railroad Company was organized at Cincinnati on the 1st inst., by the election of the following board of directors: W. S. Cutler, J. C. Fremont, of New York, James T. Brady, of Pennsylvania, N. P. Banks, of Massachusetts, S. W. Morton, of Kentucky, A. J. Hodder, of Ohio, and John M. Duke, of Kentucky. At a subsequent meeting of the board, S. W. Morton was elected President, James T. Brady, Treasurer, and T. Wrightson, of Kentucky, Secretary.

The earnings of the Chicago, Rock Island and Pacific Railroad for the year ending March 31, 1871, were \$6,028,187 29; and the expenses, including taxes, etc., \$3,405,459 06—making the net receipts \$2,622,828 23. The surplus earnings, after paying rent, interest and dividends, were \$650,610 48. The operating expenses proper were 53 39 100 per cent. of the gross earnings, and 56½ per cent. including taxes and legal expenses.

A letter from Coalsmouth, Kanawha county, West Virginia, states that workmen commenced laying the track of the western end of the Chesapeake and Ohio railroad on the 1st instant, and it is expected the road will be equipped and in operation to the falls of the Kanawha in time to take visitors home from the springs, i. e., in the latter part of August or the first of September.

The Maine Central Railroad Company have just received 1,200 tons of railroad iron to be laid at once on the Danville Junction extension. The road bed is already nearly graded. Some five miles of track are already laid and the whole extension will be ready by August for business.

The following gentlemen have been elected directors of the Winona and St. Peters railroad company: John F. Tracy, John W. Burk, A. G. Dulman, David Dows, A. P. Baylis, M. L. Sykes, Jr., of New York; H. H. Porter, W. H. Terry and J. H. Howe, of Chicago.

The semi-annual interest of the Virginia and Tennessee Railroad Company, due July 1st, 1871, will be paid at the office of the Atlantic, Mississippi and Ohio Railroad Company, Lynchburg, Va., on and after the 20th instant.

The officers of the South Side (L. I.) Railroad Company, recently elected, are as follows: Charles Fox, President; Wm. Floyd Jones, Vice-President; O. M. Denlon, Treasurer, and W. H. De Bevoise, Secretary.

The Central Ohio Railroad Company has declared a dividend of 3 per cent. on the preferred and 2½ per cent. on the common stock for the last six months, payable on and after 22d inst.

The Portland and Ogdensburg railroad was formally opened to Fryeburg, Me., 50 miles from Portland, on the 6th of June, and by the 4th of July it will be running to North Conway.

A semi-annual dividend of three and a half per cent. has been declared on the stock of the Newark and New York railroad.

**Great Western Railway of Canada.**

The Directors are prepared to receive tenders for the fourth division of their Canada Air Line, extending from Canfield to Fort Erie, a distance of about forty-four miles. Plans and specifications will be on exhibition at the office of George Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 10th July, and sealed tenders, marked "Tender for Fourth Division Air Line," addressed to the undersigned, will be received to the 24th July.

JOSEPH PRICE,

Treasurer, &c.

Chief Offices, Hamilton, Ontario, May 27, 1871.

**Notice to Contractors.**

COLONIAL SECRETARY'S OFFICE, May 23, 1871.

THE Government of Prince Edward Island will until 19th of July next, receive Tenders for the construction and equipment of a Railway of 3 feet 6 inches gauge, from Cascumpec to Georgetown, a distance of about 120 miles.

Payments will be made in Prince Edward Island Government Debentures, bearing six per cent. interest, payable half-yearly, redeemable in 30 years.

Specifications may be seen, and forms of tender, and other information obtained at the Government Engineer's Office, Charlottetown, after 20th June next.

No tender will be recognized unless made on the printed form.

The Government do not bind themselves to accept the lowest or any tender.

T. H. HAVILAND,

Colonial Secretary.

**OFFICE OF NORTHERN PACIFIC RAILROAD COMPANY.**

120 BROADWAY, NEW YORK,

June 1, 1871.

The Transfer Books for the transfer of Registered Bonds will be closed on WEDNESDAY, June 14, and re-opened on SATURDAY, July 1.

Payment of Interest on Registered Bonds will be made by mailing from this office, on the FIRST DAY OF JULY, to the address of each Bondholder of record at the closing of the books, a check to his or her order for dividend due, free of tax, and payable in gold coin.

Coupons due July 1 will be paid on presentation, on and after that date, at the office of JAY COOKE & CO., New York.

4t

A. H. BARNEY, Treasurer.

**THE WHARTON Safety Railroad Switch.**

**BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.**

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,  
Or WM. WHARTON, Jr., Sup't,

Of the Wharton R.R. Switch Co.,  
28 South 3d St., Philada., Pa.

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Buys & Sells, on Commission,

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**A General Banking Business.**

*Loans Negotiated and Investments Made on Favorable Terms.*

*Orders for Stocks and Gold carefully executed at the Regular Boards.*

*Prompt Attention given to every Branch of the Business.*

**Manhattan Oil Company,**

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

**DIRECTORS:**

James M. Motley,	Nathan A. Baldwin,
Edward Rowe,	J. Carothers,
T. M. Niven,	George W. Quintard,
James Murphy,	William A. Seaver,
	Phillip M. Millsbaugh.

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**HOME SECURITIES,**

OFFICE OF

**MEAD & CLARK,**

**BANKERS,**

**141 Broadway, NEW YORK.**

The attention of Capitalists and Investors generally is invited to the

**FIRST MORTGAGE**

**7 Per Cent. Gold Bonds**

OF THE

**WALKILL VALLEY RAILWAY CO.,**

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

*The Principal and Interest are PAYABLE IN GOLD.*

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

**ERASTUS F. MEAD and  
THOMAS CLARK, Jr.,  
Financial Agents.**



**I. A. WILLIAMS',  
UTICA HEAD LIGHT WORKS,**

**UTICA, NEW YORK.**

*Established 1851.*

**Williams' New Patent Coal Oil Head Light,**

WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

**I. A. WILLIAMS, Patentee.**

**RAILROAD IRON.**

1,000 tons LLYNVI VALE.  
1,000 " BAILEY BROS.  
50 LBS. ERIE PATTERN. Now in yard and for sale

by

**DANAS & LITCHFIELD,**

49tf

**18 William street**

**NEW YORK****State Railroad Bonds.**

**A First-Class Home Investment.**

**FIRST MORTGAGE  
GOLD BONDS**

OF THE

**RONDOT AND OSWEGO  
RAILROAD.**

Principal and Interest payable in Gold.

**SEVEN PER CENT. SEMI-ANNUALLY.**

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

**EDWD. HAIGHT & CO.,**

9 Wall Street, New York City,

Financial Agents of the R. & O. Company.

**YORK CAR WORKS.**

ESTABLISHED IN 1852.

**Billmeyer & Smalls,**

**YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

**Narrow Gauge Cars**

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

**C. Billmeyer. D. E. Small. J. H. Small.**

**MEYERDAHL, SCHONBERG & CO.,**

**31 Pine Street,**

**NEW YORK.**

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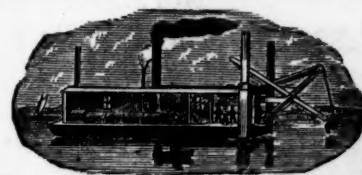
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SOLE AGENTS

**THE UNITED STATES FOR**

**SAMUEL FOX & CO'S**

**Bessemer Steel Rails.**



**TO CONTRACTORS.**—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the **POUND MANUFACTURING CO., Lockport, N. Y.**

**The International Banking House**

OF

**BRELAZ, ABT & CO.,**

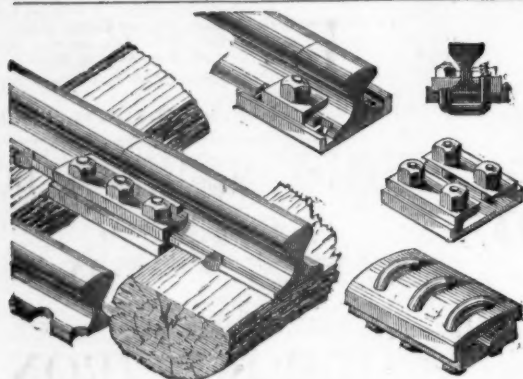
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**LONDON.**



Contract for **BUILDING** and **OPERATING** at any point required.

**MACHINERY** and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



**FISHER'S PATENT**  
Wrought Iron  
**RAIL JOINTS,**  
MADE BY  
**FISHER & NORRIS,**  
**TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

## DANAS & LITCHFIELD, No. 18 William Street, New-York, RAILROAD IRON,

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the **United States** or **Canadas**.

**Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.**

## CAMP'S IMPROVED DUMPING CAR.

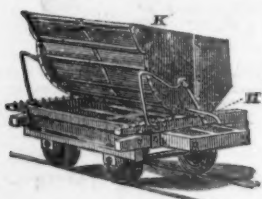


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address,

RIGHTS FOR SALE BY  
**A. W. RHOADS & CO.,**

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

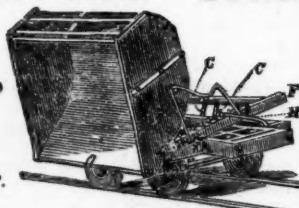


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

**A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

## PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,  
CARRYING MAILS, PASSENGERS AND  
FREIGHT TO  
KINGSTON, JAMAICA, AND PACIFIC COAST  
OF MEXICO, CENTRAL AMERICA, PERU,  
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 15, steamer **RISEING STAR**, Capt. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, touching at Kingston and connecting at Panama with steamer **COLORADO**, Capt. Parker, touching at Punta Arenas, San Jose, Guatemala, Acapulco and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

Steamer **CHINA** will leave San Francisco July 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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AT NEW YORK, BOSTON AND  
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AGENTS for the **UNITED STATES OF MAW & CO.'S** (London) Encaustic Tiles, Geometrical and Pictorial **MOSAIC** and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

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**Railroads, Bridges, Explorations.**  
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern.

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NEW YORK.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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